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with which is combined Operation & Maintenance

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EDITORIAL CONTENTS

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FEATURE ARTICLES

Let's Make Trucks Quit in the Shop 12
A Chart to Figure Truck Ability 14
And So to Bed . . . Where? 16
"Gertie" 18
'Decal' Transfers Are 'De Berries' 20
Driving a Diesel to a New Record 22
The Album 24
Secrets to Safety in Fleet Operation 26
Stick Them Up! Your Money or Another's Life .. 30
The Army Goes Over the Top 32
Can Coal Retailers Use Coal Truckers to Fight Railroads? 34

DESCRIPTIONS

Reo Tag on 1½-Ton $535 37
Studebaker Dips Into Low Price Truck Market 38
Federal Fits Four Jobs to 1935 Needs 40
New Indiana is $695 42

DEPARTMENTS

The Overload 9
Ears to the Ground 11
Truck Registrations By Makes By Months 42
New Products on Parade 43
News 46
Commercial Car Journal Truck Specifications 51
Free Money Makers for You 97
Advertisers' Index 112

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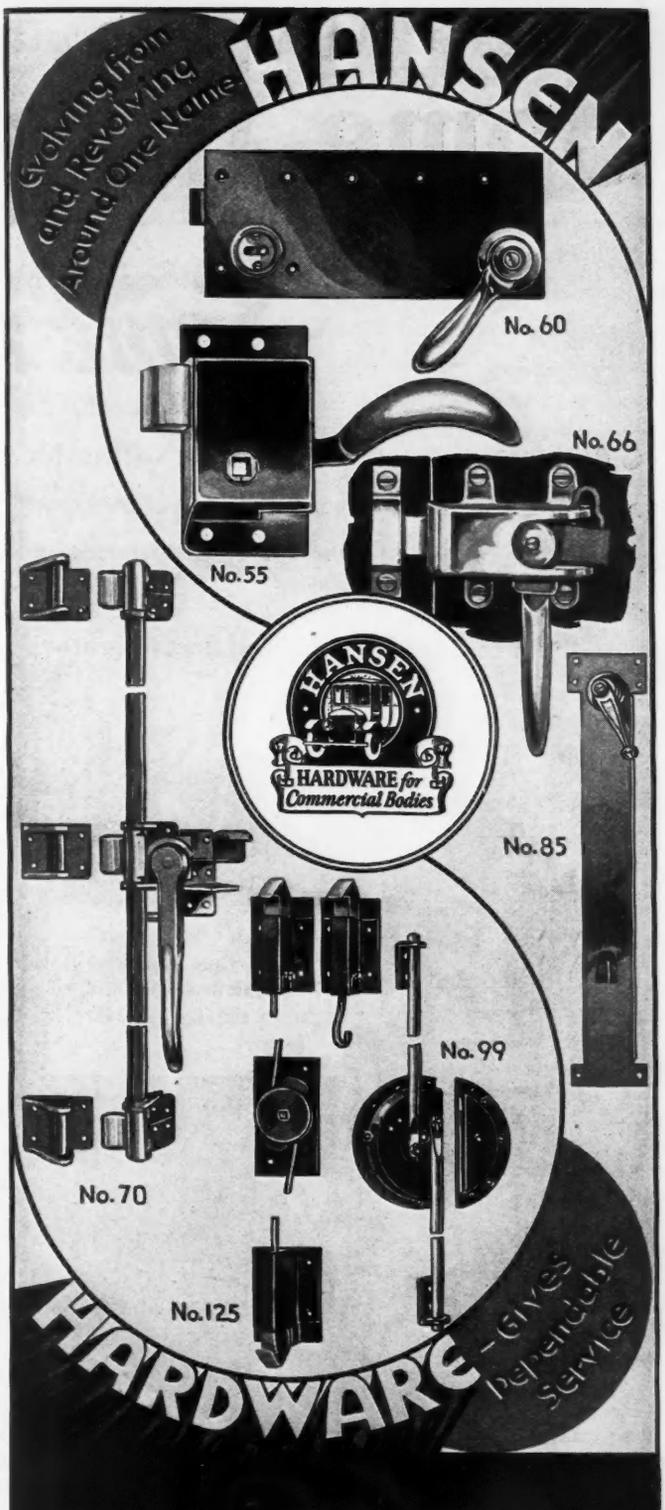

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To the Hansen line of body hardware have recently been added a new end-gate lock, a slam-and-take-up lock and a small-size refrigerator door lock.

Ask for folders illustrating and describing Hansen products, especially the new End-Gate Lock and the Slam-and-Take-Up Lock.

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No. 60 Extension Lock. One piece. No loose parts.
No. 66 Refrigerator Door Lock. Slams. Takes up. Compresses.
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Some little trucks go

Some little trucks stay

●To market . . . to market . . . without a breakdown, means more mileage at less cost per mile — less expense for maintenance — lower cost for repairs.

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Marfak is a superior grease-type lubricant. It was developed by Texaco in cooperation with the automotive industry. Its exceptionally tough film won't break down under the heaviest loads. Its unusually high oiliness will assure complete lubrication. It will prolong the life of your trucks.

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Marfak "stays put." Give your shackles Marfak protection and your trucks will last longer.

10,000 extra miles in wheel bearings alone, is Marfak's record. Why be satisfied with lubricants that can't match this record when Marfak costs less to use.

TEXACO *tested*

TEXACO

REFINERY TESTED FOR UNIFORMITY . .

The Overload

Odd Items and Comments—Not All Odd—Garaged in This Spot to Entertain, Amuse and / or Amaze You

Surprise!

BET you're surprised to get your April copy so early in April. Well, consider it a new deal. We weren't satisfied ourselves to come out late in the month. So after months of dissatisfaction it was finally arranged that the publication date would be changed from a rather indefinite 15th to a very definite 1st. The new order begins with April and it's no April fool. Copies will be in the mails not later than the first of the month, and with the exception of those that go to foreign countries, they should be delivered during the first week of the month of issue. If this pleases you, we're glad. It will please us to hear from you that you're pleased.

Millennium

IN the jungles of the Yucatan Peninsula lies the village of Chan Kom. Population, 250 Maya Indians. Travel is by foot and because its hard on their "dogs" very few of the citizens have been to Merida, the Capital, or seen the sea. Mexico City is known only by report. The citizens are more "aware" of the United States because an American expedition is excavating ruins nearby. They know the United States as a remote country of fabulous wealth, and the reform sentiment is distinctly pro-American. The Chan Kom millennium is styled Americana but whereas the American millennium is "a chicken in every pot and two cars in the garage," the Chan Kom idea is a masonry house, cattle and a phonograph for everyone. But the greatest compliment paid to civilization by these Indians is their determination to form a village cooperative society and market corn and fruit by means of a *motor truck*, collectively owned. Then they will build highways and Americans "will drive to Chan Kom in their automobiles to admire and further dignify the foremost community of Yucatan."

M.D.—Motor Doctor

SEVEN state legislatures have before them legislation which would require automobile mechanics to be licensed in order to tinker with the innards of the lowest of lowly flivvers. These licensing bills for "motor doctors" have been introduced

in Arkansas, Washington, Minnesota, New Jersey, North Dakota, South Dakota and Texas. They follow a general pattern, providing for administrative boards, examination, licensing and, of course, fees. Fleet repair shops, we take it, are exempt, because the bills aim to prohibit "anyone not a licensed mechanic from doing work on a motor vehicle for profit." Personally, we'd like to know what fleet operators think of making mechanics carry diplomas.

"Crash . . . and Carry" is a pretty good safety slogan, at that. This Sears, Roebuck & Co. truck carried the message in a Detroit safety parade. The truck is a 1½-ton Dodge with furniture van body.

A Diesel Dispute

A DIFFERENCE of opinion seems to exist between Racing Driver Dave Evans and Mrs. Evans. (Dave's story of his short-lived record diesel run appears in this issue.) Dave thinks the condition of Daytona Beach clipped 25 m.p.h. off his 125 m.p.h. record run. Mrs. Evans was heard to say that she thought the time should have been 15 m.p.h. faster. We hope domestic tranquillity is restored after the Lake Muroc (Utah) diesel record trial which Dave plans to make in May. There'll be certain peace if the car compromises by going 20 m.p.h. faster. But Dave appears determined to make the Missus eat crow because we just received a telegram from him saying that he intends to push the record over the 150 m.p.h. mark. All diesel enthusiasts certainly wish him luck.

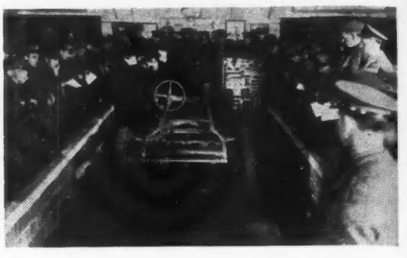
Colloidal Bouquets

THE colloidal graphite article in the February issue recounting the experience of Wilbur Shaw, the race driver, brought personal experience reactions from a number of readers. There's the one who used graphite-treated oil in a Plymouth and drove it without water until the motor was red hot without realizing there was no moisture of any kind in the radiator. The motor was allowed to cool, the radiator was filled, and no damage showed up. Then there's the one who used the same type of oil in a 1929 Ford. He drove it 3000 miles on one filling with the addition of only one quart. He is repeating the performance and has gone 2400 miles. So far the gage shows a loss of only about one pint.

Solomon, Ahoy

BACK in November this department referred to C. C. Chapman, of Portland, Ore., as the father of the gasoline tax. We took the word of the American Petroleum Institute which, after all, is a very much interested party. But never was a paternity issue more confused. First *we* were

THE OVERLOAD



Army men are bears (you'll catch on in a moment) for absorbing automotive information. Here you see them at the Bear Institute, Philadelphia, getting more than the bare details of the importance of proper alignment in motor vehicles.

taken to task, and told that the real father was Loyal B. Graham, of Forest Grove, Ore. So we took Victor Scales, public relations director of the A.P.I., to task. He had been having his own troubles, it developed. The gas tax, like the babe brought before King Solomon, is of legitimate birth but its parentage is very much in doubt. See if you can do a Solomon: In 1917, two years before Oregon passed the first gas tax, Legislator Louis Bean introduced a bill incorporating the ideas of a newspaper man, who, according to Mr. Scales, wishes no publicity. It failed to pass. In 1919 Legislator William B. Dennis introduced a bill calling for a 1-cent (those were the days) gas tax. C. C. Chapman was one of its sponsors. The bill was withdrawn, redrafted by Loyal B. Graham, and passed. You pick the father, if you can.

Orchid from R. I.

TAKE it from Captain Harwood, of the Rhode Island State Police, that in his state drivers of truck fleets give far less trouble than driver-owners and drivers employed by operators with one or two trucks. He said so at the New York Safety Conference. As his most important suggestion, he said trucks traveling in convoys or otherwise should keep 50 to 100 ft. apart. His one criticism of trucks was that some operators keep tires on the wheels too long after they are near the blowing point.

Free for Fleets

IF you would like to have an expert and complete set of lubrication maintenance recommendations covering your fleet, you can now have it at no cost to yourself. The Alemite Corp., Chicago, is prepared to do it for you gratis. At your first sign of interest a representative will call, fill in a short questionnaire giving the essential facts about your present lubrication operations. These go to the main office and a comprehensive report is worked up, outlining a plan of lubrication maintenance based on the fleet's individual requirements, and designed to cut costs. The report is placed in a handsome folder and becomes yours. If the idea interests you just check "A" on the post card in the back of the book, and the plan will begin working in your behalf.

Okay, Toots!

RADIO Announcer Jimmy Wallington revived a safe-driving stunt on the Lowell Thomas-Sun Oil radio quarter-hour the other evening. He advised automobilists to signal with their horns when they see another automobilist driving recklessly or committing some other traffic violation. The signal is two short toots sandwiched between two longer toots, thus: T-o-o-t, toot-toot, t-o-o-t! Not a bad idea, and a good outlet for those who yearn to give the offender a piece of their mind.

T-o-o-t, Toot-toot, T-o-o-t,

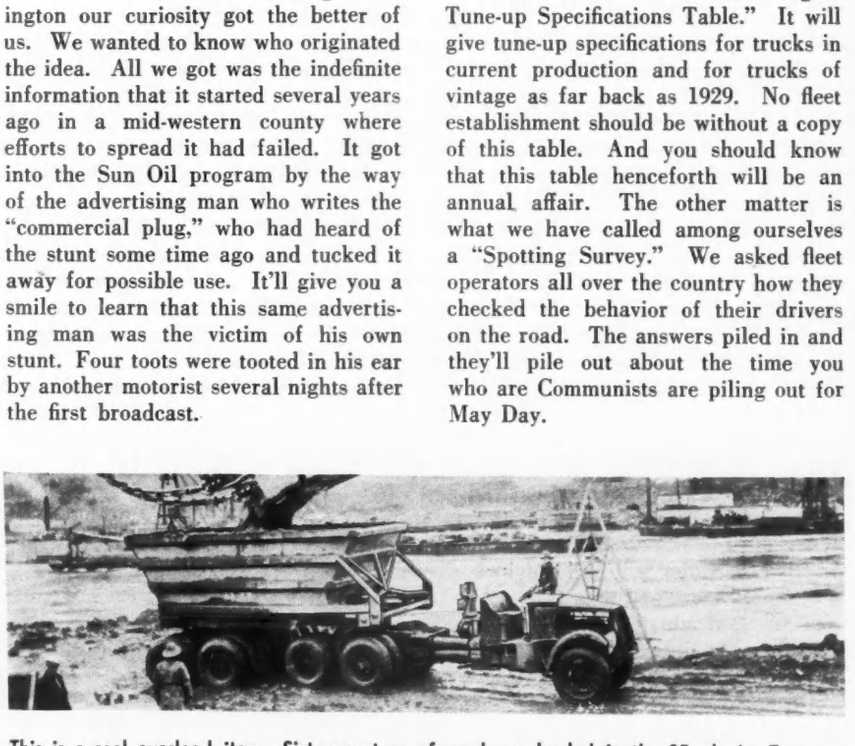
AFTER hearing Wallington our curiosity got the better of us. We wanted to know who originated the idea. All we got was the indefinite information that it started several years ago in a mid-western county where efforts to spread it had failed. It got into the Sun Oil program by the way of the advertising man who writes the "commercial plug," who had heard of the stunt some time ago and tucked it away for possible use. It'll give you a smile to learn that this same advertising man was the victim of his own stunt. Four toots were tooted in his ear by another motorist several nights after the first broadcast.

Safety Chart

AND if you want any extra copies of the chart of "State Requirements as to Safety Equipment and Safety Regulations" publications in the February issue, drop us a line and you'll get them without so much as an invoice.

May Features

TWO matters on which we have been working for months will be perpetuated in printer's ink in the May issue. We want to prepare you for them. The first is an "Engine Tune-up Specifications Table." It will give tune-up specifications for trucks in current production and for trucks of vintage as far back as 1929. No fleet establishment should be without a copy of this table. And you should know that this table henceforth will be an annual affair. The other matter is what we have called among ourselves a "Spotting Survey." We asked fleet operators all over the country how they checked the behavior of their drivers on the road. The answers piled in and they'll pile out about the time you who are Communists are piling out for May Day.



This is a real overload item. Sixty-one tons of muck are hauled in the 35-yd. Le Tourneau buggie mounted on this Mack unit working at Bonneville Dam on the Columbia River. The unit rides on a small fortune in rubber—26 tires, most of which you can't see. You'll doubt us, we know, so when you count them for yourself remember each of the two rear axles has eight tires. The world's largest dragline crane spoons up the muck for this baby and feeds it 6 tons with each spoonful. The return trip is made at 25 m.p.h.

Ears to the Ground

INFORMATION WHICH IS INSIDE, ADVANCE OR JUST UNUSUAL

A Battery Boon

A bulb adapter is on the way up which will make it possible to use the new, low-drain, miniature base bulbs (Mazda Nos. 51 and 55) in place of the bayonet type bulbs now being used for marker and clearance lights on truck and trailer bodies. The purpose is to reduce the current drain on the battery. Reduction of from 40 to 60 per cent is claimed, depending upon the number of lights used.

Pointer for Painters

We have the manufacturer's word for it that "the latest and positively the best thinner and surfacer ever produced" will be ready for marketing in a month or two. The thinner and surfacer is different from any other such material used in refinishing truck bodies, etc.

New Rear Axle

One of the largest axle manufacturers (only one guess permitted) is preparing to enter the passenger-car axle field with a new series of light-weight rear axles.

Small Diesel Debut

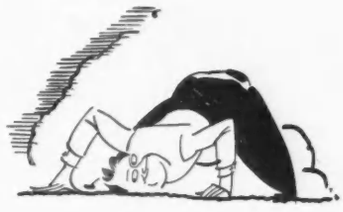
A small diesel engine with a displacement of 331 cu. in. is now being put through exacting tests by a well-known engine manufacturer. Test results have been so satisfactory that the availability of the engine is expected to be announced about mid-summer.

Others Ogle Market

Several other engine manufacturers are working on small diesels. Truck factories are demanding small diesels for the export markets and for the domestic market in the so-called light-duty and medium-duty fields. Current diesels are heavy-duty units, but of course it was logical for the engine manufacturers to strike first in the field where the fuel savings were most greatly needed, and to work down. Summer should see a number of announcements primed for the seasonal fall buying splurge.

Diesel Passenger Cars

You probably agree with us that it is about time for the passenger-car industry to show something more than casual interest in diesels. We can't vouch for the authenticity of the information, but we can say that our informant is one who should be in a position to know what he's talking about when he tells us to look for a diesel-engined passenger car to appear in the immediate future and another one to follow



shortly. Drawing out our informant, he defined the "immediate future" as being four or five months, and "to follow shortly" as meaning within the next year. More he would not permit us to pass on to you.

Performance Meter

A company (whose name you may have upon request) has a device designed for trucks and cars. It is called a "performance meter" and goes on the steering wheel post. It operates electrically and shows the number of gallons of gasoline used per mile. The device also gives an indication of the performance of the engine and warns the driver when the engine is not working up to maximum performance standards. The manufacturer will quote you the price.

Torque-Distributor

The "Citation for No. 283" item in The Overload department in the February issue uncovered an item for this department. It came from Frank P. Lawler, San Francisco mechanical engineer. We'll let you listen to him, if you're still list'n'n'. "Right at this time we are forming a new corporation, which is to be known as The Torque-Distributor Co., to market a substitute device for the conventional differential which would not have permitted your car to get into a 'stupid fix,' as you put it. We call the unit a torque-distributor in order to distinguish it from a differential, because not only does it compensate for the relative speed of the wheels as required, but it also distributes the driving torque to them in proportion to their tractive ability."

FREE!

Use Convenient Postcard, Page 98
(Check Corresponding Letters)

A—Lubrication Maintenance Recommendations for Your Fleet.

B—Automotive Cleaning Handbook. (46 pp. of practical information).

C—Operator's 1935 Tire Handbook.

D—1935 Budd Duals Catalog. (Includes helpful changeover data)

E—Decal Transfer Literature

More Torque Talk

More than two years have been spent in careful development and testing of this device under all conditions of use and its sponsors expect to place it on the market for trucks shortly. You may be interested in knowing a little bit more about it. When the torque-distributor is used in a driving axle it is impossible for one wheel to spin against its tractive resistance unless the other wheel also spins. In this way the full tractive ability of both driving wheels is available for control of the vehicle at all times. A greater driving safety results due to a reduction of the tendency to skid or mire.

Calling All Ideas

Here's a chance for truck factory salesmen and body builders. George Wiskow, manager, Charles Wiskow Ice Co., 4025 Frederick Avenue, Baltimore, Md., writes us to say that he would appreciate it if we would give him the benefit of our ideas of a modern 1½-ton ice delivery body for domestic trade. His present delivery trucks call for rear-end delivery and he would appreciate any information regarding front-end delivery. Here's a tip: he makes goo-goo eyes at the streamline jobs pictured in CCJ.

Airflow Was Special

No sooner had the February issue left the mails than the Dodge factory was on this department's neck for not making it clear that the special Standard Oil tank job with a Dodge Airflow front-end was special in the real sense of that word. Dodge has no Airflow-styled trucks in standard production. If you want one, and the factory didn't tell us that you couldn't have one, you'll have to order it very specially. We hope this is seen by those Dodge dealers who wrote us for "more details."

Booster for Diesels

A vacuum pump is wending its way to market to make possible the use of booster brakes on diesel-engined trucks. This device puts the booster in the position of being able to thumb its nose at intake manifolds.

Air-Brake Buzzer

No longer will a driver be caught unawares when he puts his foot on the air-brake pedal to find that he has no brake. A buzzer may now be installed in the cab which automatically gives warning when the air-pressure in the air-tank is getting low.

Let's Make Trucks

WE have a word for it now. This at least indicates some agreement on the part of those interested that, after all, preventive maintenance is not merely a service man's excuse to a customer for an apparent premature failure of one of the vital units of a truck's mechanism.

It appears from observation of just a few major failures that, whoever thought up the old saw about the most opportune time to get going on your needlework and quit school was when you reached one times nine in your multiplication table—wasn't even remotely concerned with the future of transportation. We would be most appreciative if nine stitches would fix up some of these failures due to neglected inspections, but for the most part they are beyond sewing, and replacement is in order.

The fact is that a great many industries, including our own, have applied

Quit in the Shop

In Which a Factory Service Man, Who Handles the Complaints of Fleet Operators, Criticizes the Loose Preventive Maintenance Routine in Use by Most Operators and Offers Practical Suggestions

THERE is a vast difference between casual inspection and real preventive maintenance, which has the surprising feature of actually keeping operating costs down.

Preventive maintenance in its perfect state has as its aim the attainment of that ideal of ideals, that dream of maintenance men's dreams —making the trucks quit in the shop.

Every fleet operator will enjoy reading it because the author, who prefers to remain anonymous, speaks straight from the shoulder and knows what he's talking about.

the theory of preventive maintenance to actual practice for a considerable period. These attempts, however, were confined in most cases to what could be discovered by a most casual observation.

The best example of the necessity of getting your equipment in shape before more serious consequences occur is demonstrated by the window cleaners in skyscrapers. The belts these men wear are tested each morning and discarded at frequent intervals. You get only one chance to be wrong in that business.

The railroads, who have been subjected to a great deal of "looking down of noses" by truck operators and their allies, have been replacing brake shoes, rapping wheels and looking at axle journals for decades. There is an old joke about the fellow who helps the "car knocker" listen when he raps wheels; this in most people's minds being the height of futility, yet a few more intelligent listeners wouldn't hurt the motor truck business.

With all this past history, truck maintenance men are not so disposed to listen to such money saving hints as are bus operators. This, perhaps, is due to the fact that when the bus quits, the nickels quit. The drop in gross income is immediate.

WHEN a trained service man points out to an operator the accurate fittings and superior workmanship which go into the building of a truck unit and the necessity for frequent inspection and adjustments, he is invariably met with the remark that we are building them too precision-like, and the suggestion may even be made that we return to harvesting machinery practice; that is, file finishes, cored holes and baling wire. Yet, if you ask one of these fleet owners for the correct time you won't find that very many of them are running their business with the aid of a dollar watch or a ninety-eight-cent alarm clock. They really are aware of the value of a precision-built mechanism. Making a pre-failure inspection of a truck's units is not as difficult as it might seem and is many times less costly than waiting out the failure.

One operator recently has sold himself on the good sense of discarding axle shafts at a predetermined mileage. He learned this the costly way. As most of us know, the first shock does not break an axle shaft and if they are cleaned and inspected carefully at reasonable periods the cracks can be found and the shafts discarded. To cite an example of the cost to which an axle shaft failure may run, the writer is familiar with one case wherein the shaft broke while going down a hill and the bill for repairs ran to nearly $300. The axle housing, wheel and wheel bearings were destroyed. Another axle failure, midway a 400-mile run where the operator was competing with railway express service, cost him in the neighborhood of $200. Both of these could have been prevented by a careful inspection and the installation of a $12 axle shaft.

Our attention is frequently called to a pair of brake drums which have not given the mileage obtained from competitive drums on an identical piece of equipment with the same operating conditions. A careful inspection usually shows that these brake drums, as a rule the rear drums, have not been getting any assistance from the front brakes. The result is that, not only is the original manufacturer's equipment looked on unfavorably, but the operator has been cheating himself of a fair share of the mileage in a $50 pair of drums—not to mention lining.

ANOTHER operator discovered recently, after being sold on the advisability of hand packing his wheel bearings, that there was a sudden cessation of wheel bearing and axle shaft failures, not to mention more efficient braking. This was not because the bearings were better lubricated, but because in hand packing he was getting a perfect adjustment on the bearings, which operation is part of a good preventive maintenance schedule.

A complete truck wreck can be caused by inattention to universal joints, as demonstrated recently. The propeller shaft, after breaking loose at the joint, wiped away the braking system and, as expected, this was on a long grade. Joints, now being subjected to higher speeds and resultant

(TURN TO PAGE 104, PLEASE)

A Chart to Figure Truck Ability

IT WILL HELP YOU FIGURE THE FOLLOWING:

1. Grade-climbing ability of truck with given load.
2. Engine torque required to climb a given grade.
3. Gear ratio required to climb a given grade.
4. Wheel diameter permissible to climb given grade.
5. Gross vehicle weight limit for a given grade.

THE accompanying chart makes it possible to determine the maximum grades which a truck of known engine torque, rear axle ratio, wheel diameter (including tire) and gross weight will climb in either high or low gear. The chart can also be used to determine the maximum engine torque necessary to climb a hill of any given grade if the rear axle ratio, transmission low gear ratio, gross weight and wheel size are known. The chart is easy to use and does not require a knowledge of mathematics or engineering. Simply follow instructions.

To find the per cent of grade that a truck of known engine torque will climb, locate, on the horizontal scale across the bottom of the chart, the point corresponding to the maximum engine torque. From this point proceed vertically to the inclined line representing the rear axle ratio.

From there pass right or left until intersecting the inclined line representing wheel diameter. From this point proceed vertically upward to the point of intersection with the inclined line representing gross vehicle weight. From there pass horizontally to the left to the scale on the left-hand side, where the maximum per cent grade which the truck will climb in high gear can be

If it is desired to know also the maximum grade which the truck will climb in low gear with its full rated load, it is only necessary to pass from the point of intersection of the inclined line representing gross weight horizontally to the intersection of the inclined line representing low gear ratio. From this point proceed vertically upward to the scale across the top of the chart, where it is possible to read off the grade ability in low gear.

The dotted lines correspond to an example. What are the maximum grades that a truck, whose engine is capable of developing a torque of 288 lb. ft., will pull if the rear axle ratio is 6.5:1? The wheels are 34 in diameter and the gross weight is rated at 19,000 lb.

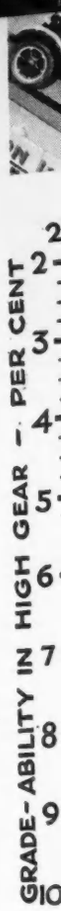
Locate 288 lb. ft. on the torque scale across the bottom of the chart. Proceed vertically to the point of intersection with the line representing 6.5 rear axle ratio. Proceed right to the line representing 34-in. wheels and then vertically upward to the line representing 19,000 lb. gross weight. Horizontally left to the high gear scale gives a reading of 4.75 per cent grade. If the low gear reduction is 6.5:1 in passing horizontally to the left, stop at the intersection with the inclined line representing a low gear ratio of 6.5:1 and proceed vertically upward to the low gear scale, where the answer shows that the truck will climb a 39 per cent grade in low gear if it has the characteristics outlined in this example.

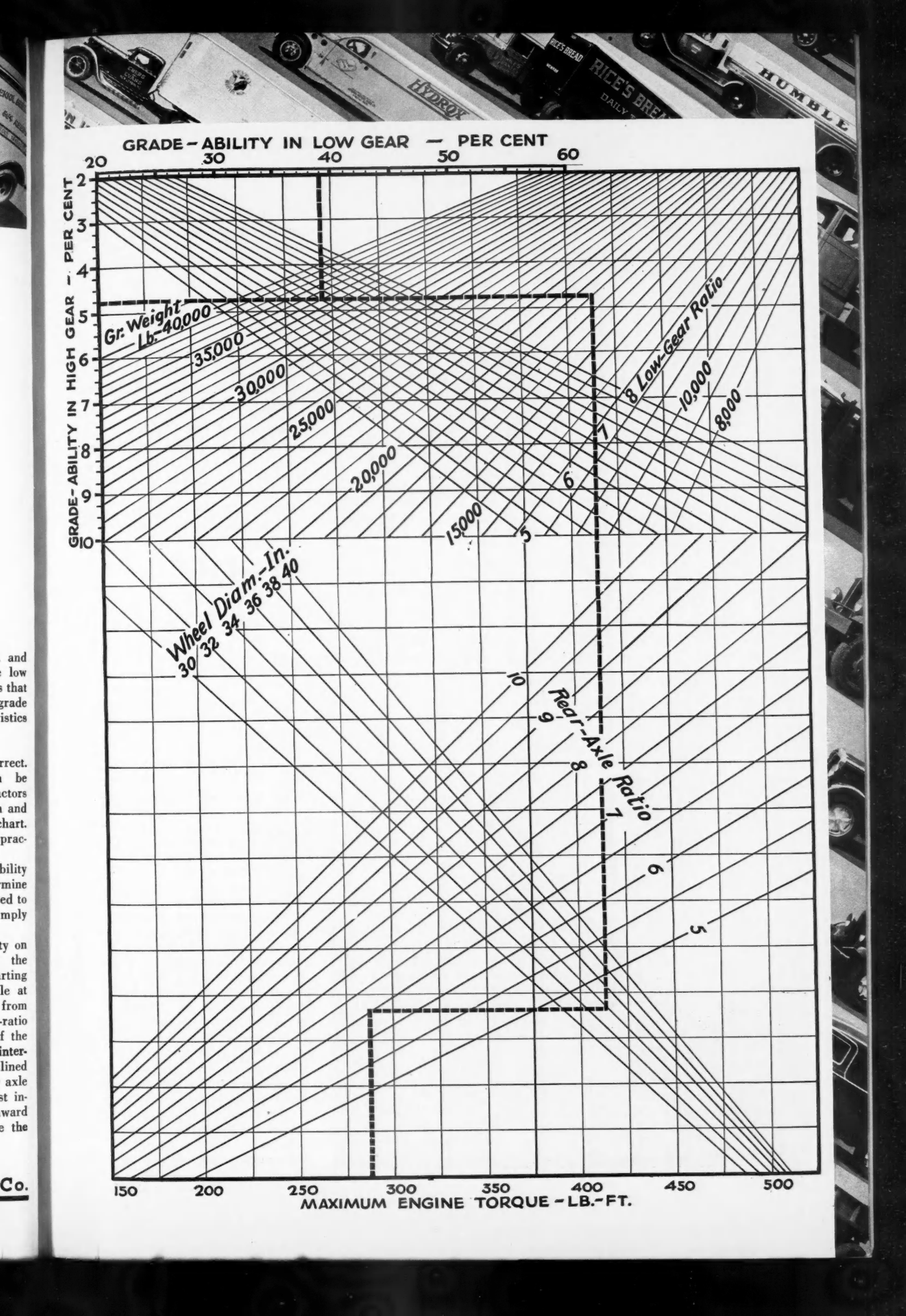
BOTH of these answers are correct. Any grade-ability problem can be worked out on this chart if the factors outlined in the example are known and they fall within the range of the chart. The range is wide enough for all practical purposes.

If the required hill-climbing ability is known and it is desired to determine the maximum engine torque required to give this hill-climbing ability, simply work the example backward.

Locate the required grade ability on the upper left-hand scale. If the grade ability in low gear is the starting point, start at the horizontal scale at the top of the chart and proceed from the intersection of the low-gear-ratio inclined line to the intersection of the gross weight inclined line, to the intersection of the wheel diameter inclined line, to the intersection of the rear axle ratio inclined line. From this last intersection proceed vertically downward to the engine torque scale. Here the torque in lb. ft. may be read off.

By P. M. HELDT, Engineering Editor, Automotive Industries, Chilton Co.




GRADE – ABILITY IN LOW GEAR – PER CENT
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GRADE – ABILITY IN HIGH GEAR – PER CENT
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Rear-Axle Ratio
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MAXIMUM ENGINE TORQUE – LB.-FT.

. . . And

How do trucking companies care for their drivers away from their homes? This outlines three specific methods. One is the company bunkhouse; the second is the hotel; the third is the rooming house. The relative merits of each is discussed.

THE edge wore off the poker game about 2 o'clock in the morning. Several of the boys had lost their limit and pulled out of the game, and, besides, some one had produced a bottle of the festive fluid which is not conducive to even as much consecutive thinking as is required for poker. A pillow was thrown—the battle was on.

About two hours later the last exhausted truck driver called it a day or a victory and stretched himself out on the floor. Clothes and bedding had been torn, water had been thrown on the beds because anyone occupying a bed during the battle was considered in full retreat, and furniture had been broken.

The scene shifts to a truck terminal where an anxious manager watches the clock. At 8 A. M. there should have been 16 drivers on deck and at 8:30 only two had appeared. Some time after 9 o'clock the bulk of the drivers began to straggle in bleary-eyed and grumbling. Not one of them was in condition to assume responsibility for and operation of a valuable truck and 15 or so tons of merchandise. The drivers were followed shortly by an irate hotel manager with a sizeable bill for breaking of hotel property.

This episode is chronicled as a chapter in the history of a large trucking company. When a representative of COMMERCIAL CAR JOURNAL heard the

So to Bed . . . Where?

Being a Study of the Various Ways Trucking Firms Provide Their Weary Drivers with the Comforts of Home

story he started out to find out what operators were doing to provide for and control drivers during their off hours when they were away from their homes. As the investigation progressed it was found that by far the most interesting treatment of drivers was accorded by the Adley Express Co.

THE end of the run means a chance to get some real rest to the Adley drivers, no matter whether the run is taking them home or away from home. When the drivers get to their home terminals the Adley company abandons them to their homes and families until time for their next run. But when their day's work ends at a foreign terminal a dormitory is provided for their shelter and comfort.

Before the dormitory was provided, drivers spent their rest period at a hotel, and this practice set the company back about $200 per month. Even at this price the service was not satisfactory and the drivers complained. Mr. Adley had cause for complaint, too. Sometimes the drivers came to the terminal several hours late and sometimes they had not had enough sleep to make them alert enough for the Adley safe-driving standard.

When the private dormitory got the nod the room was incorporated into the Adley terminal, where there is hot and cold running water and steam heat. Furnishing the room presented quite a problem. Beds, it was decided, took up too much room and most of them were not sturdy enough. In addition, it would take a great deal of time to keep the room clean if the floor were covered with beds.

These objections led the management into thinking in terms of built-in bunks, and about that time the memory of a vice-president named Bernhardt came to their rescue. Mr. Bernhardt had served some time in the navy as a Chief Petty Officer. The sleeping accommodations for C. P. O.'s were practical, if not fancy, and so today the Adley drivers sleep in duplicates of navy C. P. O. bunks.

They are made chiefly of angle iron and have flat springs. The mattresses are clean and comfortable. Linen is changed daily and blankets are cleaned at least once a month and are used by only one driver during that time. Each time a driver sleeps there he is supplied with a clean towel. The floor is mopped every day, or rather, we should say, every night, as the dormitory is occupied during the day and is usually empty during the night, and the beds and bedding are aired every day. The windows are opened for about seven hours between each occupancy.

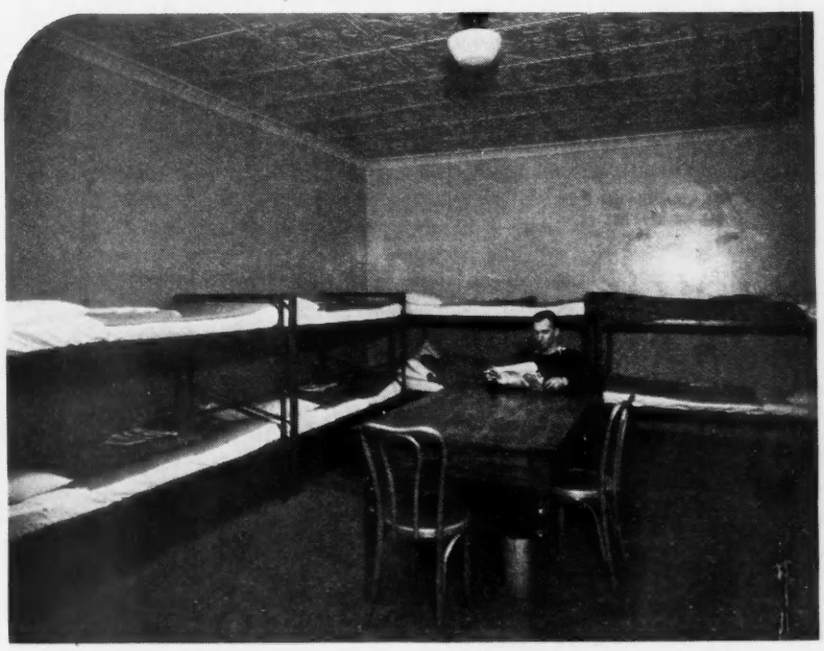
Probably the best test is that the officers of the company occasionally tumble into an unoccupied bunk when, for some reason or other, they have worked a good many hours' overtime without rest and they have no personal reason for wishing to go home at that time.

A terminal officer of another freight line disclosed that his company had tried a dormitory for drivers and had abandoned it. The reason given was that the drivers complained about the ventilation in the room in summer (the room had one window and a flat roof), and that they were fussy about using bed linen that had been used by someone else, and objected to using towels on their face that had been used by another driver to shine his shoes. Strange people, these truck drivers.

Several other trucking companies have working agreements with rooming house proprietors near their terminals.

(TURN TO PAGE 48, PLEASE)

Adley Express Co. bunkhouse is modeled after naval station barracks



ROAD-WEARY TRUCK DRIVERS KNOW HER AS

"GERTIE"

AND IT'S TIME THE INDUSTRY KNEW HER

In the Peace and Quiet of Her Spotless Rooming House She Cares for Sleepy Drivers and Earns the Thanks of Employers

By HENRY JENNINGS

I HAD been making an investigation among for-hire fleet operators to find out how they took care of their drivers when their runs took them away from home. I had talked to operators in New Haven, New York and Philadelphia and got the facts which appear elsewhere in this issue. (See article "And So to Bed . . . Where?")

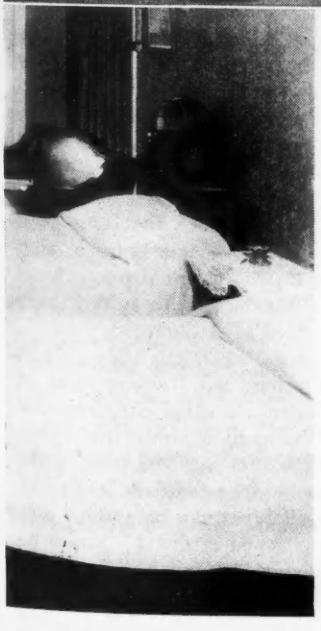
The investigation seemed to get real personal when I talked to operators in Philadelphia. The answer to every question was "Gertie." And the operators seemed to be unanimous in their answers. I had "Gertie" hurled at me so often that curiosity finally got the better of me. It had been no part of my assignment to investigate rooming-houses, but it was clearly my duty to include them. At least I had to find out about Gertie. Obviously she was a part of the trucking business.

"Well, where is this Gertie's place?" I finally asked a traffic manager.

"Up the street and to the right."

With the help of a "pal" I finally located Gertie's place up the street and to the right. There was no sign to identify it or to indicate that roomers were welcome. A woman answered my timid bell and said the missus was out shopping. Would I wait? Yes. I did —out on the sidewalk.

AFTER a while I tried again with a more courageous push of the bell-button. Ah, the missus. She was a slender blonde, attired attractively in a blue dress. I tried to guess her age but blondes always did confuse me that way. They take my mind off figures—



Gertie . . . she plays sandman to tired truck drivers who sleep like babes in her comfortable bedrooms (left)

To truck drivers whose runs wind up in Philadelphia, "Gertie" is an institution. She's a symbol of quiet, rest and peace to drivers tired after a long run. "Gertie" operates a rooming house exclusively for truck drivers. That makes her a part of the truck industry. This is a story about Gertie, about her opinion of truck drivers and how she handles them.

—that is, mathematically speaking.

"Are you Mrs.—?" I fumbled for an opening.

"I am Gertie." she said with an engaging smile. "What can I do for you?"

Quickly I explained that I had nothing to sell and no bills to collect.

"I represent a truck magazine," I said, "and I've heard so much about 'Gertie' in the last two days from truck operators that I decided to see you for myself. I've been trying to find out how truck operators provide sleeping quarters for their drivers and the answer seems to be 'Gertie.' I'd like to find out from you how you take care of the truck drivers and what you think of them as roomers."

Gertie flashed a wider smile and held the door open invitingly. She led the way through a surprisingly long hall to a large sitting room near the rear of the first floor. She sat down in a large chair, indicated another one for me, lit a cigarette and waited. Immediately a good fawn Pomeranian dog jumped into her lap to be followed by a black not-so-good Pomeranian dog. A well-kept cat of the alley-rabbit variety made a couple of laps around the trio and finally wound up on the arm of the chair.

"What is your full name?" (A brilliant and searching question.)

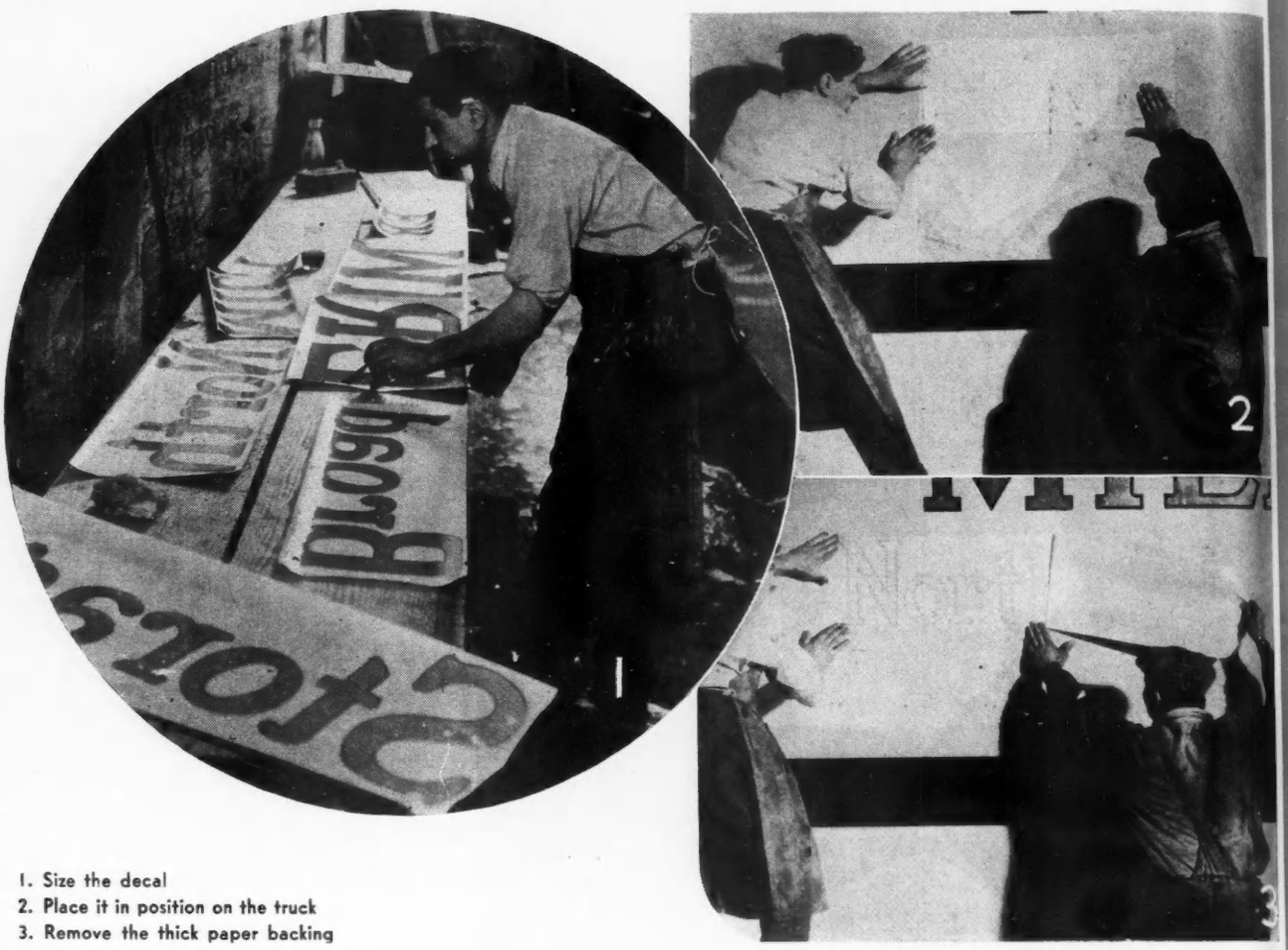
She answered, "Mrs. R. Fern, but few people know it. Even the boys who have roomed here for a long time know me only by the name of Gertie."

"How do you like truck drivers as roomers?"

"Swell. They are perfect gentlemen. Of course, you have to be dignified with the dignified ones and rough with the rough ones, and you have to swear with the profane ones but they are all perfect gentlemen." Gertie's description of truck drivers was precise. It was apparent that she understood them perfectly.

GERTIE went on to tell that she had been in the rooming house business at the present location for nine years and for the last three years her business had been confined to truck drivers.

(Turn to Page 67, Please)



1. Size the decal
2. Place it in position on the truck
3. Remove the thick paper backing

'Decal' Transfers Are

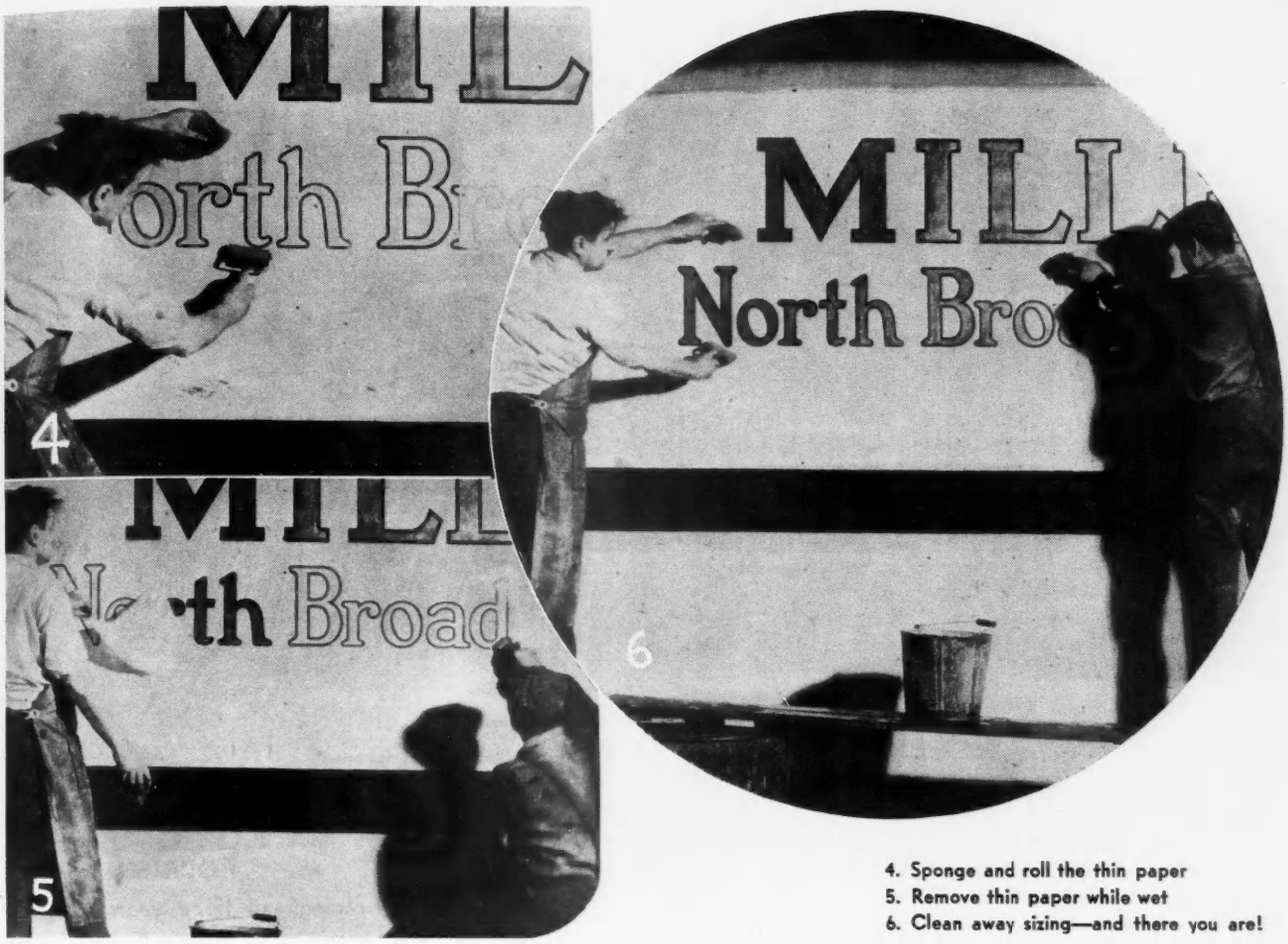
IMAGINE yourself the owner of 18 trucks with huge van bodies. The trucks badly need a coat of paint. To give them a coat of paint is no problem. But—if you paint them, the expensive lettering will have to be done over again. And if you do the lettering over again it will cost you exactly $125 per truck for the lettering job alone! Multiply that figure by 18 trucks and you have an investment of $2250. Perhaps you also have a headache.

What would you do?

Well, whatever you do in such a case, don't overlook "decal transfers." They have a way of saving you time and money. If you get in touch with a decalman he will tell you all about it. He will tell you how you can save as much as 50 per cent of your present cost of hand lettering; how the lettering can be standardized to appear the same on all truckc; how decals can be applied by anyone in the shop easily and quickly, and how a truck would no longer be tied-up in the shop three to five days! (Time is one of the biggest savings gained in using decal transfers.)

Well, by what hocus-pocus does a decal transfer do these things? What is the gosh darn thing, anyway? Decals consist of heavy oil colors laid coat on coat in the shape of letters. When the letters become thick enough to be handled they are picked up and applied wherever desired. A name or sign thus spelled out, with the letters glued to a panel and covered with a coat of varnish, lasts longer than hand lettering. The fact that letters can be thus formed in any quantity, and used whenever needed, naturally cuts the cost over individual hand lettering. In doing so, it also improves appearance through uniformity. Of course, the original letter is one drawn by hand just as you would trace a letter in the sand and then fill in the tracing with stones or matches or cement. In this case the "tracing over" is done with paint. Thus we have the term decal transfer. "Decal" means to trace; after which the tracing, originally done in oil paint, is "transferred" to a truck body panel.

TODAY, there are various types of decal transfers for every purpose. Some are made in gold or silver leaf; they are brilliant and won't tarnish in the rain. Others are made of varnish or lacquer. All types can be applied over paint, glass, wood or metal. And if no straight surface is available, the use of a duplex paper assures very quick and



4. Sponge and roll the thin paper
5. Remove thin paper while wet
6. Clean away sizing—and there you are!

'De Berries'

Modern Method of Lettering a Truck Body Hands Old Hand-Lettering Process Three Blows: Saves Time, Money and Lasts Longer

By STANLEY GERSTIN

DECALS are the answer to the fleet operator's prayer for an easy and quick method for displaying his name or trade mark on the side of his equipment. Judging from results obtained by fleets now using decal transfers, the decalman appears safely headed for the distinction of being the best truck dresser-upper and friend of fleets since the days of the barroom artist who did the lettering on the side of a wagon for a drink, if not a song. This article tells how you can get decals in any color, size or shape, apply them in the shop and save money over hand lettering. For further information check "E" on the post card.

easy application to curved surfaces.

Fleet operators not acquainted with decal transfers, and who operate only a few trucks, are not denied the use of decals. No matter what type of truck body you are using, no matter what the dimensions may be or what space is available, transfers can be designed to fit accurately and attractively. The design can be made in any design or shape to harmonize with the truck.

Many times a fleet of trucks consists of various makes of trucks and styles of bodies. But what may appear as an expensive problem to the fleetman is no problem at all to the decalman. Transfers of one size may be cut apart and adjusted to fit almost any space. This means that lettering and illustrations designed for small bodies may be adjusted for a large truck.

But what is the exact procedure a fleet operator must follow to get a decal of his name, trade mark or advertising display for his trucks?

FIRST get in touch with a company who makes decals (write to the editor for a list of decal companies). Tell the company what you want, if you already have a design of your own. If

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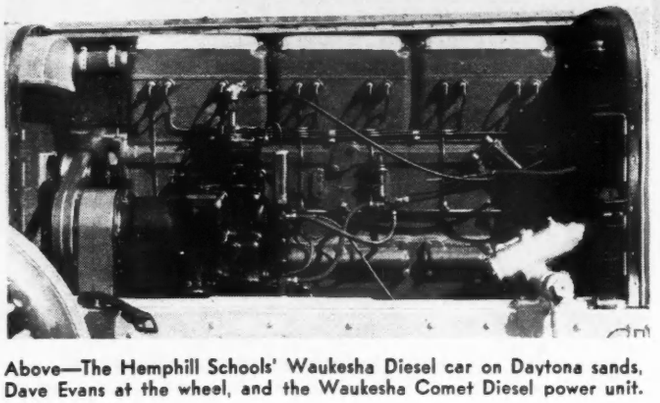


Above—The Hemphill Schools' Waukesha Diesel car on Daytona sands, Dave Evans at the wheel, and the Waukesha Comet Diesel power unit.

Driving a Diesel

AT THE DIZZY SPEED OF 125 M.P.H.*

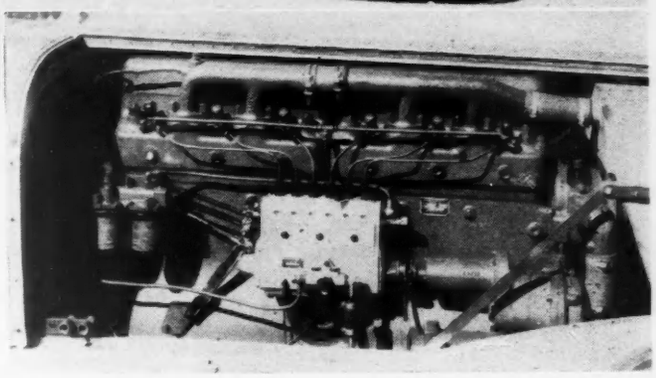
To a New Record

By DAVE EVANS

*This article was written when Dave Evans held the record for the fastest diesel time. Since then Bill Cummings made 137.195 m.p.h. with a Cummins diesel.

FOURTEEN years of racing and three years of diesel engine development work, mark Dave Evans as a man who knows something about diesel engines. His spectacular contributions to diesel development have been driving a Cummins diesel engine car in the Indianapolis race, a truck on a two weeks' non-stop run on the same track, a cross-country run with a truck over the northern route and a cross-country run with a bus over the southern route, all of which created new records. Dave Evans is Director, Research Department, Hemphill Diesel Engineering Schools, Inc.

THE recent run at Daytona Beach in which the car powered with a 648-cu. in. Waukesha Diesel engine reached a speed of 119.08 m.p.h. going south and a speed of 130.813 m.p.h. going north, for an average of 125.065, was no test of the speed of that car. It was purely a test of how fast I could



Above—Cummings and the Cummins in full flight and at rest, and the Model H Cummins diesel engine which now holds the world record

drive it and continue to stay in the seat. The beach was in the worst condition I have ever seen it, and, if we are to believe the natives, it is in the worst condition it has ever been. The roughness of the beach probably took about 25 m.p.h. off the speed of that run.

Perhaps I can best illustrate the condition of the beach by relating a joke played on me by Ralph Hemphill of the Hemphill Diesel Engineering Schools, sponsor of the run, along with the Waukesha Motor Co.

This year the waves washed up a lot of soft red sand. This is referred to in the vicinity of the beach as "soft bottom." The usual white sand is called "hard shell" and is, of course, the ideal surface for a fast run. In addition to the red sand, the water has covered the beach with worms, about the kind and type of angleworms. This does not add a desirable characteristic to anybody's beach, and a lot of biologists are at Daytona studying this phenomenon. Small valleys or gutters criss-cross the beach and as each new one appears a crew of men drive sapling piles at the mouths of these drains and lace them to prevent further washing out at these points.

THE sole topic of conversation when we arrived was the condition of the beach, which was steadily getting worse. Our car and crew had been

(Turn to Page 64, Please)

Cummins Captures Diesel Speed Record

DRIVING a car powered by a Cummins Diesel engine, "Wild Bill" Cummings managed to push the fastest Diesel time up to the fascinating figure of 137.195 m.p.h. on March 2, at Daytona Beach. Technically he broke his own record because the day previous he had lifted the record for the fastest Diesel time from Dave Evans with a speed of 133.02 m.p.h. To him this was apparently just practice but the rest of us took it seriously only to have him give us something more to think about the next day.

A rough beach, flooded in spots, gave Cummings a chance to display his ability as a rough rider and his mount an opportunity to prove that it could "take it" and "do it." The length of the course was shortened at both approaches to the measured mile because of water standing in sufficient quanities to make it impossible to drive a car through it.

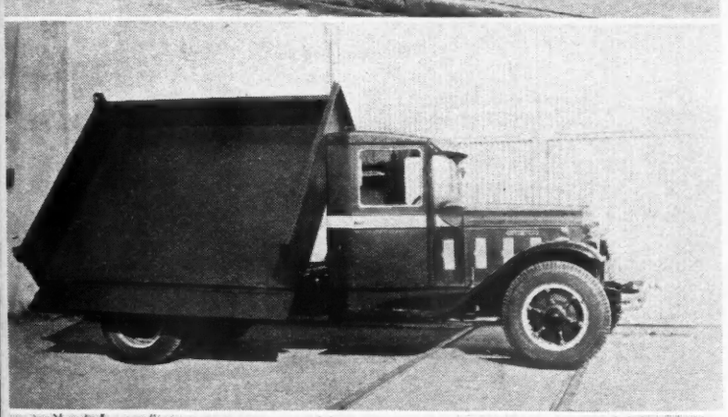
His mount was a chassis built by the Cummins Engine Co. The engine was a supercharged standard Model H Cummins of 672 cu. in. piston displacement. This same engine is available commercially for truck use.

Had the beach been in good condition the record figures would probably have been in higher brackets. In a test run Cummings reached a speed of 144.404 for one mile but standing water prevented completion of this run for an official record.

As late as 1931 the record for the fastest Diesel time was 100.075. This record was held by a car powered with a four-cylinder Cummins engine.

The ALBUM Of Modern

HORN AND HARDART CO., of New York City uses this Model 170-E heavy-duty Brockway electric truck to deliver its pies, cakes, etc., to its 42 restaurants and 29 retail stores. The Automats (nickleodeon restaurants) are New York City's most popular eating places. Body is of Dow metal, constructed by Theurer Wagon Works, Inc. Built-in overhead racks carry 480 large pans. Bold gold-leaf signs on the body panels welcome visitors. And a glance at this truck invites a second, longer study of its design.



THE Differential Steel Car Co. makes an interesting contribution to the truck field with a three-way dump body and tractor eliminating any further need of jockeying into position to deposit a load. Operating the controls from within the cab, you can dump to the right or left or directly behind. And to be sure that whatever it is you dump clears the truck, the sides are so constructed that they open automatically to a plane on a level with the floor of the body, thus forming a perfect chute which places the materials to be dumped well beyond the wheels of the truck. The body is of steel and has 2½-cu. yd. water level capacity. Telescoping hydraulic hoists fitted at both top and bottom with universal joints permit dumping in three directions. Some fun, eh, boss?

"WHAT goes up must come down" is an old adage. However, to assure perfect and uniform action both ways, the Galion Allsteel Body Co. equipped this Autocar chassis with its model 12 steel body and its new model GH-58 hoist. Now what goes up comes down . . . under control. The body is of 5-cu. yd. capacity; is 126 in. long, 78 in. wide, and its high sides are 24 in. The hoist is of the seven-point equalizing lift type operating under low and uniform oil pressure. The hoist will handle payloads at the rate of 60 lb. per sq. in. oil pressure per ton load. We bet even a leech will find it hard to cling to the floor of the body when hoisted. Howzit for a water slide?

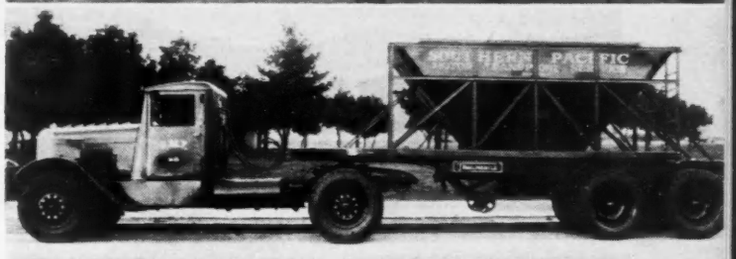
THIS long, low, sleek, streamlined and smart looking Stewart panel body job is the "ritz" for beer deliveries. The Canavan-Leggett Brewery, of Niagara Falls, N. Y., uses it for home delivery service. Note its extreme beauty and modern lines and the passenger car design of the body, especially as seen in the rear view. The body is the maximum in practical loading space—96 in. long, 46 in. wide and 50 in. high. Doors open on the side. A bloomin' aristocrat, that's what this truck is.

Truck Transportation Equipment

Additional details of any unit described will be furnished gladly on request.

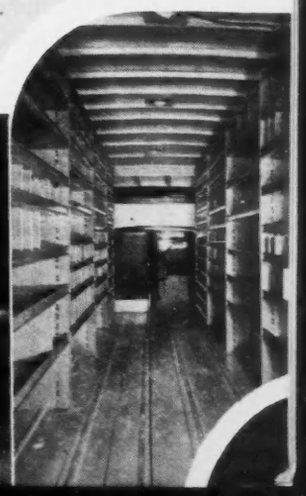
THE Plankinton Packing Co., of Milwaukee, brings home the bacon in this B&J trailer and White tractor combination. The "semi" is equipped with a Baker ice machine and compressor which combine to keep its capacity load of 13 tons of meat at a temperature as low as 25 deg., safe for Milwaukean ham, bacon and sausage eaters. Equipped with a Timken tandem axle. this unit is said to be the largest operated by Swift and Co., or any of its many subsidiaries, of which Plankinton is one.

YOU can get 825 gal. of ice cream in this refrigerated body by Fritz Gibbon and Crisp, which is mounted on a 1½-ton chassis! We hope it's chocolate and str'm-berry. Reid Ice Cream Co. totes this mess of cream around New Jersey without fear of a run (the melted kind) because the Frigid-Gel system in the body will even freeze your shadow. The body is of Plymetl panels with the framework of steel and oak. Insulation is by a combination of balsa wood and cork. Plenty of doors permit easy access to the interior.



FIRMS handling bulk cargo such as cement, grain, sand, gravel, lime, etc., will welcome the special advantages of this special Trailmobile model T-222 with a hopper body. The unit is so built that the bottom of the hopper, when dumping, won't interfere with the drive-shaft. The hopper is water-tight, has a capacity of 8300 lb., and is equipped with a special, vibrator to shake loose bulk materials which have a tendency to arch when being unloaded. It seems the unit has shaken itself loose from conventional type trailers, too. The Southern Pacific Motor Transport Co. operates it on the Pacific Coast.

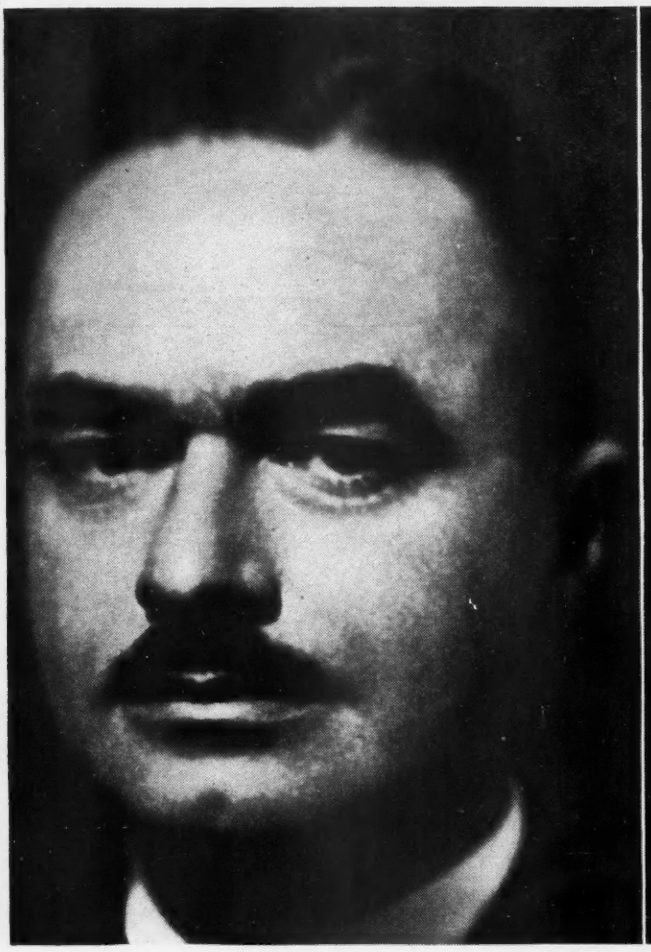
THIS modern cab-over-engine model T-74 is a GMC contribution to the heavy-duty field. The Rochester Brewing Co., Rochester, N. Y., snapped it up to handle its 30 full barrels of Old Topper Ale at one load. The stake body is 15 ft. long and 8 ft. wide. Side panels allow plenty of area for advertising without obstructing loading and unloading functions.

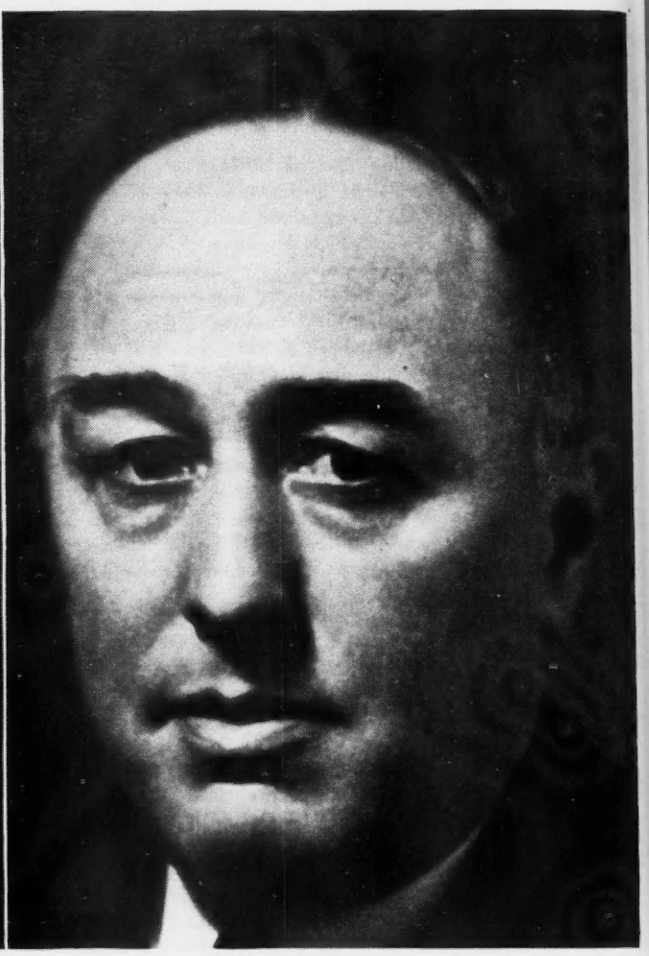


LOOK down that aisle on the right! It might be a long room lined with files, archives of the U. S. government, perhaps. But in fact (we know you know it) it's just the interior of the Ford parts trucks operated by Strathmoor Motors in Detroit. The shelving has been built to accommodate conveniently various parts. This is a neat job both inside and out. One thing seems certain. If the driver has a breakdown (perish the thought) he'll have his own parts with him for repairs—we hope.

REPAIR IN TIME By Robt. Clarke, Maint. Supt., Consolidated Gas Co., N. Y. C.

SELF-INSURANCE By W. F. Banks President, Motor Haulage Co., N. Y. C.





Secrets to Safety

REVEALED BY FLEETMEN AND SAFETY EXPERTS AT THE

REPAIR IN TIME By Robt. Clarke, Maint. Supt., Consolidated Gas Co.

NEGLECT of minor repairs which lead to accidents is premeditated murder. No nicer word can be used to describe the shortcomings of an individual or company who attempts to save time, money or effort in a way that may result in the loss of a human life. Broken bones and junk are the evidence.

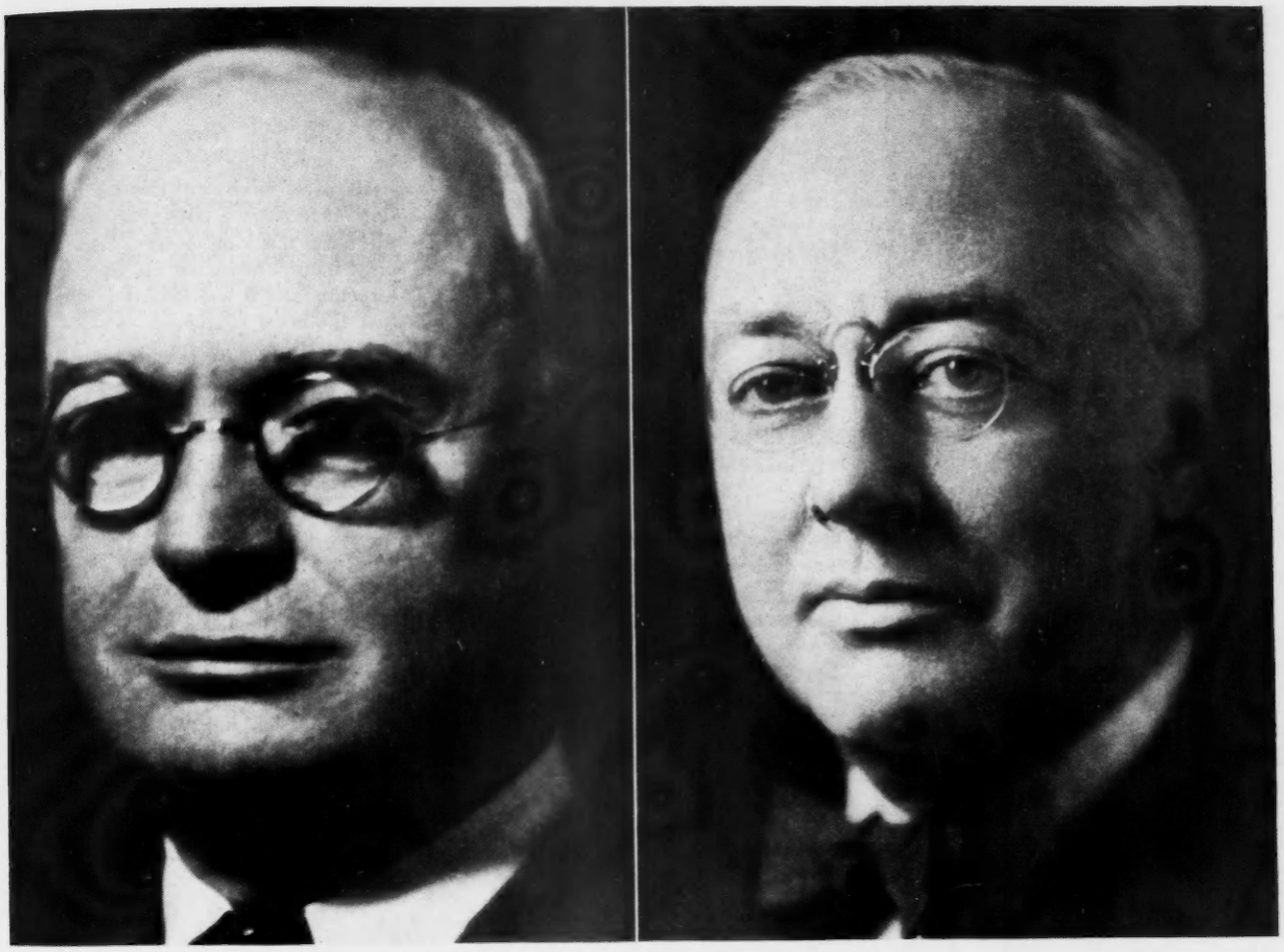
In the horse and wagon days it was the duty of each driver to look at his horse's hoofs each night to make sure that they had not picked up a nail which would cause an infection. The truck driver of today is just as duty bound to report to his mechanical authority any peculiarity or any defect in his truck that he may have noticed during the day. More money than the value of a horse or a more important life than that of a horse may hinge upon his report and the subsequent correction.

If the driver reports and the inspector does not give the matter any attention, then he is surely endangering the life of the driver and others. All neglect of minor repairs does not fall into the class of wilful negligence. It is one thing to make a minor repair but unfortunately it is another to find the need for it. Inspectors to whom is given the responsibility of handling driver complaints should be able not only to give orders for the work required to remedy the defect, but they should also have the ability to see that the work is properly done.

The driver's report should not necessarily be taken literally but it should be used as a guide in inspecting for

RIGHT-OF-WAY By M. A. Dow, Greyhound Management Co., Cleveland

COMFORT & SAFETY By D. C. Fenner, Motor Vehicle Conference Committee, N. Y. C.



in Fleet Operation

SIXTH ANNUAL GREATER NEW YORK SAFETY CONFERENCE

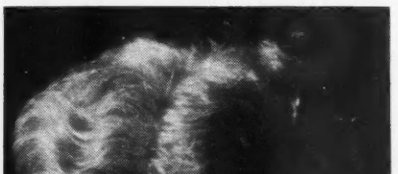
trouble. A good driver should be interested in his vehicle and its condition and the driver's report should provide pretty good evidence as to what kind of a driver he is.

No particular method of handling driver's reports or of inspection is recommended. No single set of rules will answer for all organizations. The main point I wish to make is that inspectors must be responsible for a satisfactory handling of drivers' complaints and that the drivers must be interested enough in their jobs and their trucks to give valuable reports.

SELF-INSURANCE By W. F. Banks, President, Motor Haulage Co.

I KNOW of no business, other than trucking, wherein each day and each working hour good assets are sent out on the highways in the keeping of an individual who is supposed to do a good day's work and at the same time protect your investment, the property of others, his own skin, and the public in general from his own acts of omission or commission as well as those of others. When the proper man is selected he deserves your support in the form of properly maintained equipment, clear instructions as to the conduct you expect of him on the road and assurance that he will receive your full protection in properly carrying out your instructions.

I make this comment because I believe that most employees have an inherent sense of responsibility which can and must be developed along with a feeling of confidence before we can hope to approach the accident problem from the preventive angle. The confidence must lie not only in the individual charged with the direction of the fleet but also in the organization sup-



David Beecroft, Vice-President, Bendix Aviation Corporation

porting this individual—as accident prevention should be an organization problem and not an individual problem.

I sometimes feel that our daily press and many other publications present quite a psychological barrier to many of our efforts toward accident prevention. We read much of the so-called heroic deeds of those engaged in hazardous undertakings but we read little of the preparation and the training necessary for these accomplishments. How then can we expect the average man to realize that these individual accomplishments are the result of training, experience and painstaking precautions rather than the result of taking a chance.

PERSONALLY I feel that the term "safety" used alone has lost much of its appeal—just as the term efficiency engineer has lost much of its effective appeal on industrial work. The terms "no accident" or "accident prevention" as used in recent years have carried on the good work to a remarkable degree of success. Yet I feel that new terms or slogans must be constantly designed to secure and hold more effective employee cooperation.

For many years my company has enjoyed high ratings in all casualty risks. Yet we have never found a plan that brought the real story of accident costs home to our entire organization so effectively as two years' experience in self-insuring portions of our casualty risks. Our plan for approaching the accident prevention problem therefor became self-insurance.

This taught our organization the real meaning of insurance, and it dissipated the idea that because an insurance company carried the insurance that neither the company nor the employees had to worry about accidents. Our men acquired a more thorough knowledge of accident costs in both time and money and they became convinced that the best form of insurance was the elimination of accidents. That was an idea that we had been unable to bring out any other way.

RIGHT-OF-WAY By M. A. Dow, Greyhound Management Co., Cleveland

BASING my opinion on the experience gained from 1,000,000 miles of operation over 45,000 miles of road per year, I have come to believe that a correct understanding of the much discussed right-of-way is vital to the driver, and I suggest that every company employing drivers concentrate on training drivers in safety behavior at street intersections.

The right-of-way is a law of courtesy or convenience and it has no relation to caution or safety. The best that a driver can possibly gain by preceding an approaching car across an intersection is the benefit of a few seconds which he will more than dissipate at his first stop unless he is a very unusual type of person, and for this he gambles his life and the lives of others.

It is true that if all drivers would adhere strictly to the right-of-way rule the handling of traffic at street intersections would be facilitated, but to the best of my knowledge no one has ever suggested that any driver stake his life on the fact that everyone will respect the rule. No matter who is at fault injury causes misery and a human life cannot be replaced, and if accidents can be avoided at the cost of a few seconds the time is well spent.

In approaching intersections a vehicle should be driven so that it can be stopped within the distance visible to the driver. I mean by that, if the street is 10 ft. wide and a corner building which obstructs the vision sets 5 ft. back from the street, the driver can see a total of 15 ft. and he should drive his vehicle so that it can be stopped in 15 ft.

ONE of our drivers who had been on a route long enough to know all parts of it intimately had an intersection accident at a corner when he actually had the right-of-way. An apartment house obstructed his vision in one direction and it was from this direction that the other car came.

He testified that he approached the corner at about 10 m.p.h. and that he had dropped to second gear. While he was thus crossing the intersection a car came wildly down the street and hit his bus. He was fined his mileage bonus for 15 days.

The driver protested that he approached the corner under control—that if 10 m.p.h. in second gear was not under control, just exactly what did we expect? It was explained to him that the reason he was being fined was because he did all the things the rules required, but he did them subconsciously—from habit. If he had been concentrating on his driving and giving it constant attention he would have seen the other car and there would have been no accident.

Our drivers receive, in addition to their regular pay, one-quarter cent per mile for every mile without accident. When they have an accident they may be fined to the amount of this bonus for a period of from fifteen days to ninety days depending upon what is disclosed at the company hearing. Drivers who reach a three years' service without accident become star drivers and they receive a button which marks them as such. In addition their bonus is increased to one-half cent per mile.

COMFORT & SAFETY By D. C. Fenner, Motor Vehicle Conference Committee.

THOSE of you who have done factory job analysis, motion or time study work realize the extent to which any manual operation—even shoveling—can be improved by proper conditions of light, ventilation, selection and accessibility of tools and supplies. Under proper conditions, an increased amount of quality work can be performed with less effort and far less fatigue.

(TURN TO PAGE 48, PLEASE)

'DECAL' TRANSFERS ARE 'DE BERRIES'

(Continued from page 21)

the decal is to be just plain lettering, give the size desired and specify the style—old English, Gothic, modern, etc. Send the company a photograph of one of your trucks. The photo will make it easier for the decal company to conform the design to the style of the truck body. If you want the decal to be an exact reproduction of lettering you are already using, make a tracing of the lettering and send the tracing to the company. Nearly all decal companies have representatives who will gladly call upon you, saving you the trouble of correspondence.

If you have no specific design, color scheme or printing you want to use, the decal company will itself originate a design and suggest color schemes to fit your trucks. This is a service for which there is no charge. Perhaps the original sketch submitted is changed a dozen times. However, after it is finally approved by the fleet operator, the design is drawn complete and to scale. It then goes to the engraver who makes an exact copy on lithographic stone. The stone is then treated with certain acids which etch the design into its surface. Then impressions of the design are lithographed on decal paper. Regular lithographic inks are used but it requires layer upon layer to give the decal sufficient body so that the film will be tough enough to be handled and transferred to the surface of the truck. Where colors are used, as many as 40 applications of color are necessary to give the finished decal sufficient color value. A single display poster of three dominating colors may go through the printing process countless times before the color is built up to a satisfactory value.

BY this time the decal has been printed to your satisfaction. The design is right. The colors are right. The registration is perfect. You have ordered as few as 25 sets. (A complete set consists of decals for two or all four sides of the truck.) Now you are ready to apply the decal. You may do it yourself or have it done at very little cost.

Lettering, signs and insignia are possible and inexpensive with the decal process

Application varies according to the type of decal being transferred. In any case it is simple. The Texaco, Lucky Strike, Ward's, etc., decals shown in the photograph below come coated with glue and are the easiest to apply. They are usually applied on glass. The method is first to clean the glass surface. Then dip the face of the decal in water, holding it so that it won't crack. Wet the glass and place the decal in position. Rub it with a sponge to smooth it out and remove air bubbles. After the decal has set for a few minutes, wet the back of it with a sponge to soften the paper backing. To remove the paper backing, place the thumb on a corner of the decal and give it a slight twist to loosen the corner. Lift the edge and peel off the backing. Then dry the decal sticking to the glass by pressing a cloth against it. Wipe away all the gum from the back after the paper backing is removed. Failure to do this will cause the decal to crack when it dries.

HOWEVER, on other types of decals such as you are likely to have for a side panel display, it is necessary to apply sizing on the decal. The exact and complete procedure begins with preparing the surface. Unless the truck has just been repainted, the surface should be thoroughly cleaned. All cracks should be filled and covered with a primer. On a repainting job the decal is applied after the finish color coat has been applied. Procedure is:

1. Size the sheet of decalcomania (Fig. 1) with a thin coating of transfer size. Let it stand about 15 minutes until the sizing becomes very sticky and then cut the ornaments apart.

2. Place the transfer into position on the truck panel (Fig. 2) and press it down hard. Guide marks should be made on the surface to assure getting the decal straight. 3. Press down on the corner of the transfer with a finger sticky with sizing and then lift the finger quickly. A corner of the decal backing will lift (Fig. 3), leaving a thin paper on the backing. 4. Wet this thin sheet of paper and roll it flat (Fig. 4) to remove all the air from under the decal. 5. Then remove this thin paper while keeping it wet with a sponge (Fig. 5), and the transfer is there! 6. In order to remove the glue or varnish sizing that is around the transfer,

(TURN TO PAGE 62, PLEASE)

These decals for glass surfaces are easy to apply . . . done in color the bread looks real

Stick Them Up!

AND PICK DRIVERS WHO WON'T TAKE

Your Money or Another's Life

Because a Truck in the Hands of a Driver Improperly Selected is a Loaded Revolver Aimed at the Operator's Vulnerable Purse

By DURANT ROSE
Vice-President and General Manager
Armored Service Corp., Brooklyn

THE old adage that familiarity breeds contempt applies to safety work as well as to social contacts. I have observed that familiarity with truck driving tends to make us contemptuous of its hazards.

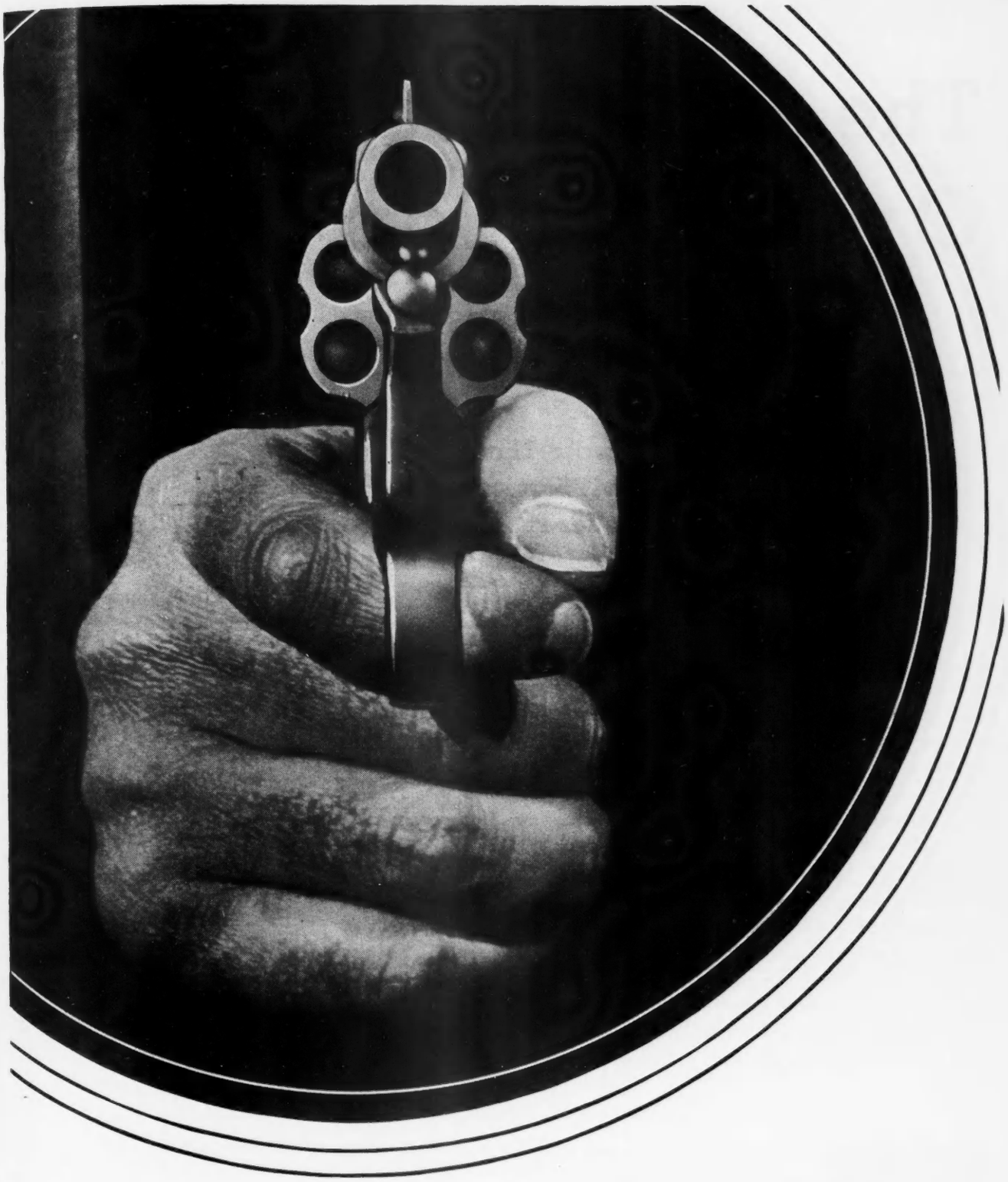
To illustrate: I usually have in my pocket a .38 calibre revolver fully loaded. If I were to draw this gun and point it at you with my finger on the trigger, I believe that you would be at least apprehensive, if not actually afraid, of a potential danger; but I also believe that you would, if riding in my car, not be conscious of any similar fear although you would be facing a much more serious danger. There is no reason to assume that I or any other driver would handle a car more safely than a gun. Furthermore, pressure on the accelerator at the wrong time could cause far greater havoc than pressure on a gun trigger at the wrong time.

The failure to fully appreciate the seriousness of responsibility probably explains why the selection of drivers is so often delegated to someone in the organization without consideration of whether or not he has the special qualifications necessary to pick the right man for the right job.

Let us suppose that you were required to hire 25 new men as guards to protect your drivers against hijackers, and that each of these new men would have to carry a gun in his hand with his finger on the trigger. Is it not true that you would take extreme measures to make sure that each man was carefully selected, thoroughly supervised and adequately trained? I think you would. But when the average fleet operator hires 25 new drivers, does he take the same elaborate measures? I am afraid not.

IN the first hypothetical case you are visualizing 25 dangerous weapons, each within a fraction of an inch or a fraction of a second of discharging a death-dealing missle, and so you are properly conscious of the serious responsibility that has been placed on you as well as your company. In the second hypothetical case, I am also visualizing 25 dangerous weapons, called motor trucks, each in itself a death-dealing juggernaut within a fraction of an inch or a fraction of a second of causing far greater damage than a bullet. Every month, every week and probably every day there is an automobile accident that causes more financial loss, more human misery and more fatalities than has ever

DURANT ROSE



been caused by an accidental shooting.

In the Armored Service Corp. we average more than one million hours of gun exposure per accidental shooting and it so happens that no accidental shooting has caused serious injury. I doubt if any fleet owner can average one million hours of car exposure which is equivalent to about fifteen million miles of driving per accident. Since most accidents are directly attributable to a deficiency on the part of a driver, it is essential that the man who selects drivers be himself chosen with care.

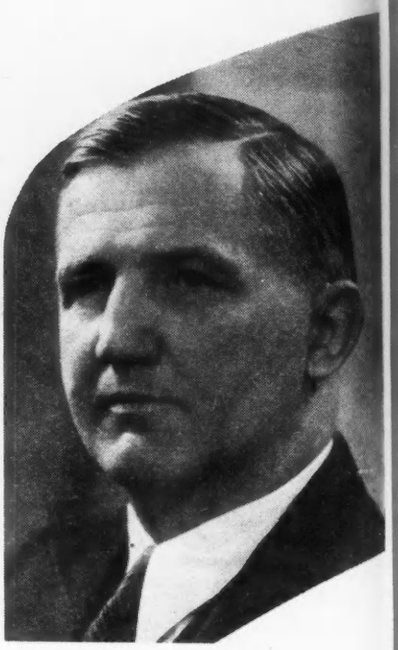
One fleet owner I know delegates the responsibility for selecting drivers to his garage superintendent, who, although an expert in diagnosing mechanical failure, is not so expert in diagnosing human failure. In another company the drivers are hired by a personnel clerk, who is far more proficient in classifying employment records than he is in classifying human characteristics. In a third company, the job of personnel manager is filled by a brother-in-law of an official, merely because it was necessary to find some job for him. Of course, if the garage superintendent or the personnel clerk of the man with a pull has the ability to judge human nature, and size up a

(Turn to Page 68, Please)

The Army Goes Over-the-Top

TO WIN NO-ACCIDENT AWARDS WITH CIVILIAN DRIVERS AT THE WHEEL

"Enthusiasm" is the Powder That Fires Drivers, Picked from Civil Service Lists, to Make the Streets Safe for Pedestrians



By Elliot Vandevanter
Capt., Corps of Engineers, Washington, D. C.

IN times of peace the army still has its battles to fight. The latest conquest in which it proved itself was as supreme and brilliant a victory as may have been won in any war-time struggle. Its latest battle was against that " 'old debble' accident hazards." In it the truck was pitted against pedestrians as well as other vehicles.

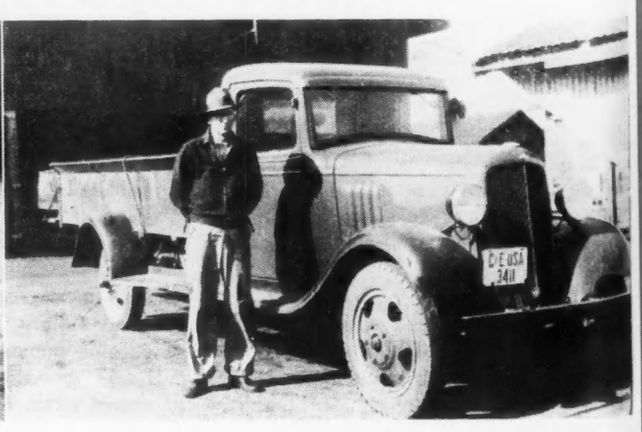
The campaign was conducted on a national scale. It began July 1, 1933, when the army established a safety section of the U. S. Corps of Engineers to supervise and coordinate accident prevention work in its 10 divisions and 44 districts. At the end of a year, three army divisions operating truck fleets with civilian drivers out-maneuvered their commercial brothers and won campaign honors for experiencing the least number of casualties. The three winning divisions were the Upper Mississippi Valley Division, Gulf of Mexico Division and the Pacific Division.

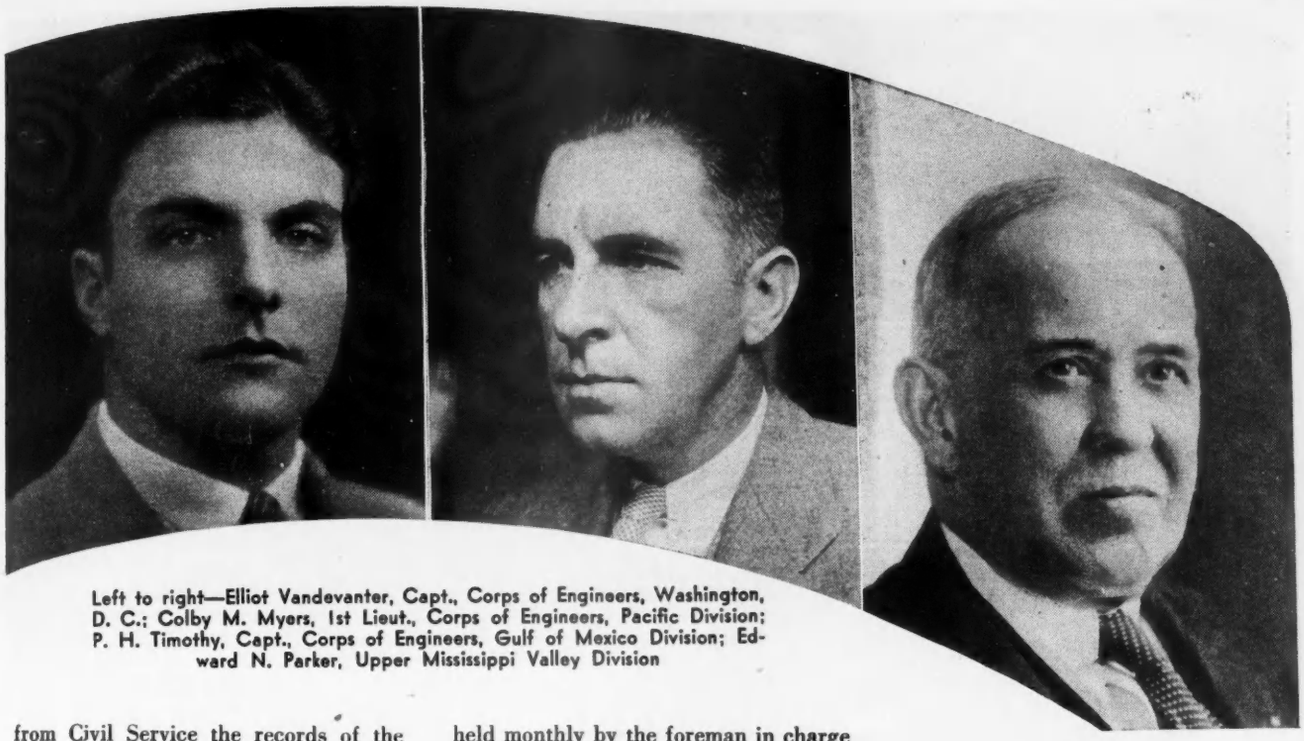
Elliot Vandevanter, Capt., Corps of Engineers, from his headquarters in Washington, tells what strategies were mapped out for the general campaign. Winning division heads tell what ammunition they used and how they used it.

THE success of these winning Divisions was not obtained by the use of startling new methods, but by conscientiously and rigidly adhering to the beaten track outlined by the National Safety Council, with all supervisory and administrative personnel taking an active and enthusiastic interest in securing "safety" results.

The trucks are operated by civilian drivers selected from the Civil Service Register. These drivers had to pass a civil service examination which questions previous successful experience in driving cars and trucks. The examination is more exacting than are applications generally used by commercial firms. The employing office secures

Pacific Division . . . they won safety honors without a single casualty . . . Gulf of Mexico . . .





Left to right—Elliot Vandevanter, Capt., Corps of Engineers, Washington, D. C.; Colby M. Myers, 1st Lieut., Corps of Engineers, Pacific Division; P. H. Timothy, Capt., Corps of Engineers, Gulf of Mexico Division; Edward N. Parker, Upper Mississippi Valley Division

from Civil Service the records of the three applicants with the highest standing and selects its driver from these three. In making this selection, the applicant's experience record is carefully studied and in addition, he is given an actual road test of sufficient severity to determine his ability. If he successfully meets this condition, he must also pass the test required by the state in which he is to work. The method used has resulted in the Department obtaining drivers of exceptionally high caliber.

THE drivers have been interested and educated in safety work by the use of posters, safety literature, and by the personal efforts of supervisory personnel. Awards, provided by the National Safety Council or by the district, in the form of certificates and badges, have been made to drivers who successfully drive for certain periods of time without accident. Meetings are held monthly by the foreman in charge at which safety measures are discussed by the foremen and by the drivers.

The Department is fortunate also in having a low turn-over rate and the drivers for the most part have had from 5 to 10 years' continuous service. The morale of its employees is excellent as a result; disciplinary methods have to be resorted to but seldom. However, when the need arises, such measures are used promptly. They are demotion, suspension without pay, or discharge. Frequent examinations are conducted, and if a driver is found to be physically or mentally unsuitable, he is transferred to other work. Fear of loss of job plays only a small role in safety.

The drivers are held responsible for reporting promptly to the shop foremen any defects in their trucks. These machines are shop-inspected at frequent intervals and repairs are made at once. Vehicles are equipped in accordance with state motor vehicle laws. Each driver carries an accident report form in his car and in case of an accident makes his report out on the spot and forwards it through his foreman to the District Engineer. Each accident is investigated immediately and the driver must pay any damages incurred if the responsibility is fixed on him.

The Washington office supervises and coordinates field work and encourages the field officers. It makes no attempt to give detailed instructions to the field and each District Engineer is responsible for the results obtained and the methods used in securing these results. Keen but friendly rivalry between the District and Division offices has made a good safety record a matter of pride, and the safety competition a sporting game. In general, the success of the accident prevention work

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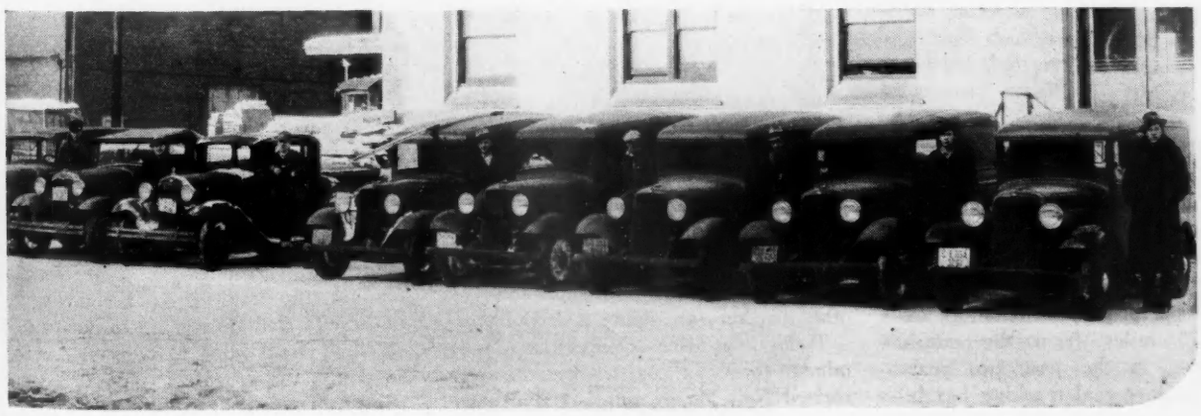
. . . and Upper Mississippi Valley Divisions turned in almost perfect no-accident records



Above—Loading up, and (right) a caravan of coal truckers. Lower right—Coal retailer's yard

Can Coal Retailers Use Coal Truckers To Fight Railroads?

By Using Mine-to-Consumer Truckers As Friendly Transportation Agency, Coal Dealers See Chance To Win Fight For Lower Prices and Freight Rates

TWO years ago COMMERCIAL CAR JOURNAL published an article by the writer in which he claimed that mine-to-consumer truckers were commiting financial suicide. It was claimed that this type of operation couldn't be carried on at profit for distances exceeding 75 miles from the mines. Nevertheless, in the past two years mine-to-consumer coal trucking has increased greatly. One trucker who was operating two unpaid-for trucks during the winter of 1932-33 is now operating seven semi-trailer jobs and two trucks on a sound financial basis. It couldn't be done, but this and thousands of other truckers are doing it!

Today cut-price competition from mine-to-consumer coal truckers has terrorized New Jersey retail coal dealers into making a desperate attempt to regain their lost tonnage. Groups of dealers in various sections of the state have made and are offering to make contracts with mine-to-consumer truckers for the hauling of Pennsylvania anthracite coal from mine to dealer instead of from mine to consumer. By so doing, these dealers hope to attain three objectives:

By SPENCER A. JONES Former Administrator of the New Jersey State Retail Coal Code

IN this article Mr. Jones gives the details of a development in his home state whereby coal dealers use mine-to-consumer truckers as suppliers. Then he speculates on the extension of the idea as a weapon against the railroads and mine operators, and on its possible benefits to dealers and truckers.

A further discussion of the idea by coal retailers and truckers will be welcome. Letters addressed to the editor will be published.

1. A general reduction in rail freight rates on anthracite coal. 2. A general reduction in coal prices at the mines. 3. The elimination of the mine-to-consumer trucker as a retail competitor.

When, if and as these goals are attained, dealers expect an increase in anthracite tonnage distributed through their local yards, claiming that the savings resulting from the lowered rail freight rates and lessened mine prices will be passed on to the consuming public in the form of cheapened retail prices.

One wonders what the truckers are going to do after the railroads cut their freight rates and the mines their prices so that the dealers have no further use for the truckers who cannot meet or beat the lowered rail freight rates.

LET us assume that the anthracite consumer is interested primarily in the price he pays rather than in the combination of price, quality and service. Let us assume that the retail coal dealers are following a sound policy when they enter into contractual alliances with mine-to-consumer truckers. Are the truckers who enter such contracts in a position to compete successfully with the railroads at present coal freight rates? If they are, will the railroads reduce freight rates on coal and can the truckers meet or beat these lowered freight rates? Would mine-to-consumer truckers be better off to stick to their consumer business rather than to compete with the railroads exclusively?

Railroad freight rates and prices at the mines would not have assumed such importance to dealers were it not for the fact that retail coal prices, maintained by gentlemen's agreements or codes, hold a sort of umbrella over truckers and others whose standards of ethics or costs of doing business, or both, are at variance with those of the dealers.

In the northwestern counties of New Jersey, associated dealers have established a clearing house through which considerable coal is being purchased from cut-price mine operators and from other operators having distress coal on their hands which they feel forced to dispose of. A certain amount of this coal is trucked in by dealers, largely to rural yards where less-than-carload quantities are ample. Each individual dealer makes his own arrangements with a trucker to haul the coal for him. This rather sparsely settled section of the state is a hotbed of competition between mine-to-consumer truckers and local coal dealers equipped with yards and local delivery facilities. The low-price coal, admittedly higher in ash, hence lower in heat value, is handled by dealers with the sole object of meeting the price competition of mine-to-consumer truckers.

ONE prominent dealer in this section reports that many mines have freely given reductions of 50 cents per ton, and frequently more, on fresh-mined coal of quality claimed to be only slightly inferior to that prepared in accordance with the specifications of

CAN COAL RETAILERS USE COAL TRUCKERS TO FIGHT RAILROADS?

the Anthracite Institute. He frequently hires truckers to haul coal to his yard at prevailing rail freight rates. When asked why he did not purchase and operate his own trucks for this purpose he answered that he did not think he could afford to truck coal at the rate truckers are willing to accept. He explained, however, that this was because the truckers he hires usually carry a payload both ways. Mine props, for instance, form an ideal return cargo. This dealer also claimed that there is considerably less degradation (breakage of coal into smaller and less desirable sizes) when trucked than when shipped by rail. Local truckers are not hired by this dealer, who claims that truckers whose headquarters are located in the anthracite region are more reliable.

None of these northwestern New Jersey dealers are known to be using or planning to use their own trucks to haul coal from the mines. So long as low-priced or distress coal is available these dealers do not contemplate increasing the proportion they have trucked in to their yards, possibly feeling that mine-to-consumer trucking competition is being met with a fair degree of success without the need of lower rail freight rates. In case of a scarcity of coal or of rapid fluctuation in market prices the trucking of coal by and for dealers is quite likely to increase, it is claimed.

AN entirely different picture is presented in the east central New Jersey counties which border on the Atlantic ocean. Here, although 150 miles from the nearest coal mine, retail dealers are using their association not only to purchase coal but also to arrange for its transportion by truck from the mines to the dealers' yards. Only local mine-to-consumer truckers are engaged and the arrangements are made on a flat price basis per ton for deliverey from certain anthracite producing zones to certain retail trading areas under the jurisdiction of the association. Whereas, in northwestern New Jersey the commonly accepted price for mine-to-dealer truck transportation is the rail freight rate per net ton, the truckers in east central New Jersey are signing contracts which obligate them to deliver coal in certain trading areas at a rate which is in some cases $1.30 less per net ton than the rail freight rate to the same point.

Dealers in the east central area also report that degradation of trucked coal is much less than coal which has been hauled by rail. Moreover, they call attention to the fact that when they receive coal by truck there is almost invariably an overweight, given gratis by the mine operator, and amounting to an average of nearly 250 pounds per truck load. Few if any instances of underweight have been noted, although in the case of rail shipments underweights are one of the most common sources of complaint on the part of the dealers. One reason, of course, is that there is a man continually on guard in a coal truck, whereas railroad coal cars are too frequently exposed and unattended—to the delight of pilferers.

A mine-to-consumer trucker was asked if he would be interested in hauling coal from mine to dealer and giving up his mine-to-consumer trucking. His answer was that if business was slack with him he might be interested in hauling coal from mine to dealer but that he would not even consider it as a steady or profitable occupation. He is, by the way, a real pioneer in the trucking of coal from the mines. When he started, in the latter part of 1929, his daily schedule for six months was eight hours in a steel plant followed by a round trip to the anthracite mines for a load of coal before next morning. In 1934 he sold and delivered very nearly 20,000 tons of coal, all of it at less than prevailing prices charged by local dealers, or as the low bidder on contracts. He predicts that mine-to-consumer trucking will increase; that it has ceased to be a depression business; that he does not expect to see many more truckers enter the business; but that he does expect to see the truckers who are now in business haul much more coal with increased, larger and better equipment.

The "independents," pioneers in the sale of coal to mine-to-consumer truckers, are greatly in favor of mine-to-dealer trucking, not only because they are equipped for the purpose, but also because they hope to be thus enabled to place upon their books the names of many new dealer-customers who are at present unable to obtain coal by truck from certain "line company" operations.

ONE "independent" has, itself, gone into the mine-to-consumer trucking business, obtaining orders through local agents and making deliveries with its own trucks. At last reports this enterprise was flourishing.

Truck manufacturers have not displayed any marked enthusiasm over the increase in the amounts of coal trucked from mine to consumer or from mine to dealer. This is probably because the experience of the manufacturers in securing payments for trucks sold to truckers has not always been as happy as they desired.

If dealers could be persuaded to embark, on their own account, in the mine-to-dealer transportation of coal by motor truck it is probable that manufacturers would find such persuasion profitable.

The spokesman for east central New Jersey dealers who are having their coal trucked from the mines to their yards, remarked that several men who contemplated going into the coal-trucking business had approached him with a view to obtaining contracts to haul coal to the dealers. These would-be truckers had been offered trucks on a time-payment basis provided they could obtain contracts from the dealers' association. All such contracts have been refused so far by the association as the dealers feel that they would prefer to make their contracts with those truckers who are at present engaged in hauling from mine to consumer.

DID somebody ask for cost figures? There are no such thing in the coal trucking business. But neither are there any high-salaried presidents, vice-presidents, sales managers, advertising managers, etc. Mine-to-consumer trucking and mine-to-dealer trucking are businesses which are completely stripped of large managing staffs and, in fact, they never were equipped with them. Whatever a trucker has left over after he has paid his immediate bills and set aside enough to meet specific bills, is profit so far as he is concerned. Most coal truckers make no advance provision whatever to pay for breakdowns, depreciation, amortization, or the other mysterious items of financial management that loom so large in the minds of white-collar business men.

How do the truckers know whether or not they are making a profit? They don't. All they are after is a living, and they neither expect nor receive much more. At the present time it is difficult to compile cost statistics on an industry where some of the labor "just goes along for the ride" and where a high-priced man draws down $5 a day. The boss is frequently mighty glad to get $7.50 a day. It should be clearly kept in mind that the mine-to-consumer trucker does not make his living by saving any part of railroad freight costs. A load of coal once on a truck-

(TURN TO PAGE 103, PLEASE)

Appearance and a full-floating rear axle are features of the new model

Reo Tag on 1½-Ton $535

INVADES 1½-2-TON FIELD WITH MANY MECHANICAL FEATURES

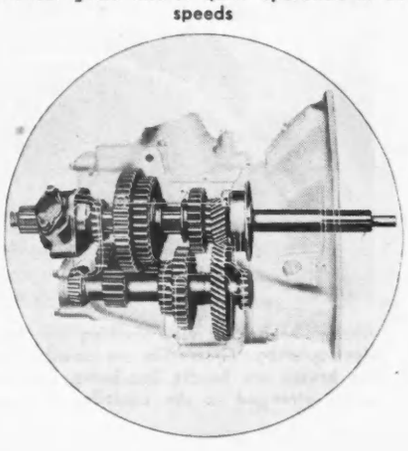
Model Has Better Weight Distribution and a Larger Load-Carrying Space

AN entirely new 1½-ton speed wagon at a new low base price of $535 places Reo Motor Car Co. in the field with the lowest priced 1½-ton trucks. By virtually eliminating the price difference between Reo 1½-ton trucks and the lowest price 1½-ton truck, and by offering greater weight, better weight distribution and larger load carrying space Reo expects to gain a large share of the business in the low price field.

The aerodynamic lines of fenders, shields and cab of the new 1½-ton speed wagon follow closely the characteristic lines of the ½-ton and 1½-ton units introduced last fall. Details of both power plant and chassis follow established Reo speed wagon practice.

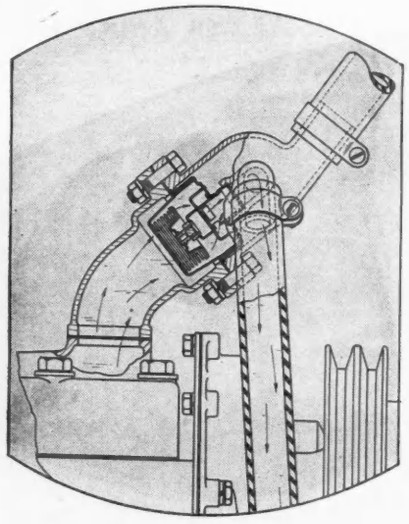
The new Reo-built Silver Crown 6-cylinder engine has a bore and stroke of 3 3/16 in. x 4⅜ in., giving a displacement of 209.5 cu. in., a compression ratio of 5.75:1 and an A.M.A. rating of 24.3 hp. The torque, 145 lb-ft. is maintained over a wide range of speed and the brake horsepower is given as 70 at 2800 r.p.m. The pistons are of the four-ring type, with two compression and two oil control rings. They are of Lo-ex alloy, cam ground and operate in alloy iron cylinder blocks. The silchrome exhaust valves seat against inserted rings. Full force feed oiling is employed.

The Reo-built four-speed transmission with helical gears insures quiet operation in all speeds



Behind the engine mounted in unit is the 10-in. dry plate clutch and Reo-built 4-speed truck transmission with helical gears to insure quiet operation in all speeds. Axles, both front and full-floating rear, are also made by Reo. Brakes are of the two shoe internal hydraulic type. They operate in alloy iron drums and provide a braking area of 191 sq. in. Steering is of the cam-and-lever type. Tires are 6.00/20, with dual rears available at slight extra cost.

Two wheel bases, 139 in. and 166 in., are offered and a large variety of standard bodies are available.



Thermostat by-pass which permits water to circulate in the engine but not through radiator until engine is warm

Studebaker Dips Into Low Price Truck Market

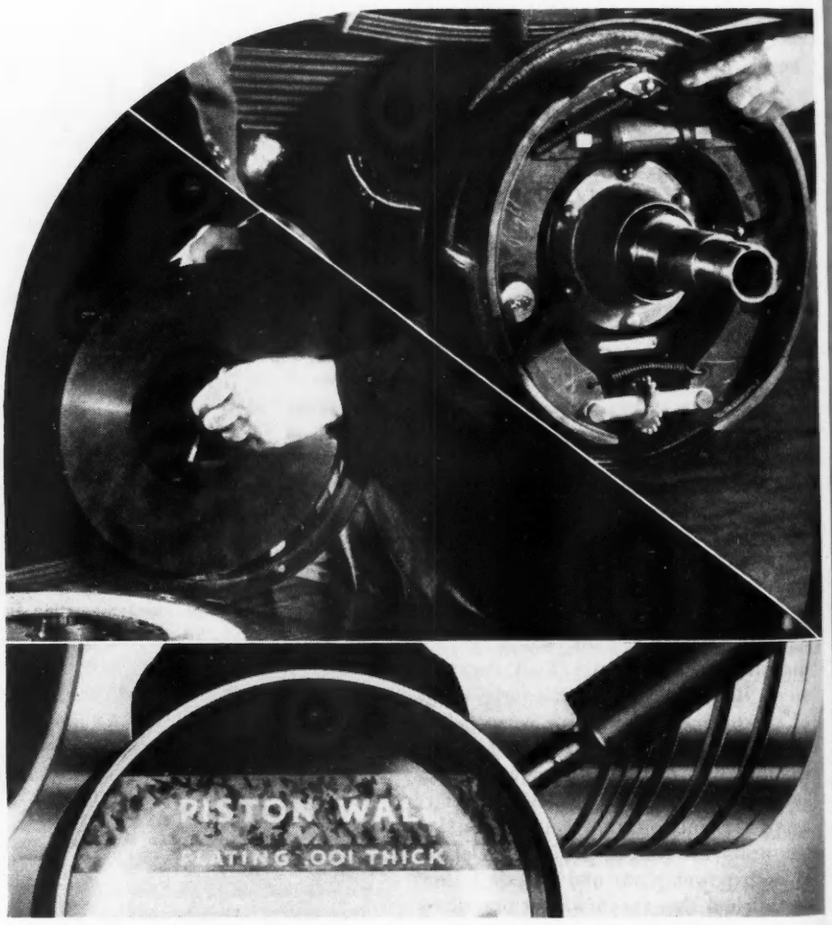
New Line for 1935 Includes Model at $565. Introduces New Bendix Duo-Servo Hydraulic Brake System; Axles Larger; Springs Heavier

STUDEBAKER has equipped its entire new line of trucks with Bendix Duo-Servo brakes which are actuated by the conventional hydraulic system. This braking system replaces the Bendix Duo-Servo brakes which were mechanically operated on the previous line. Other features of the line are larger axles, heavier springs, more power, and a new engine in the 2½-3½-ton line. Full depth cross member will continue on all models. Included in the line is a 1½-ton chassis at $565.

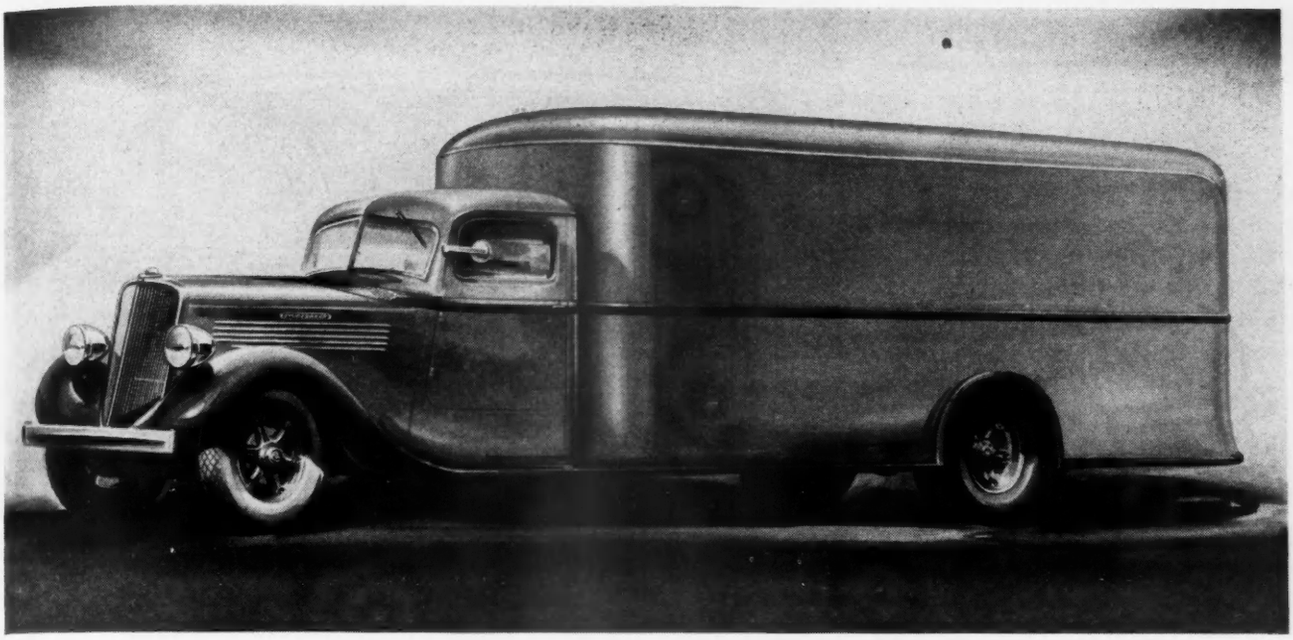
The 1-T200 series of 1½ to 2-ton nominal rating has a gross rating of 11,000 lb. (10,500 in dump truck service). It is furnished in three wheelbases from 130 in. to 165 in. The front axle has been lengthened in this series to give a shorter turning radius and the front wheel bearing spacing has been increased to give greater stability. The size of the king-pins has been increased.

Capacity of both front and rear springs has been increased, the front spring size now being 36 in. x 2 in. and the rear spring size 45 in. x 2½ in. Helper springs are optional on this series.

IN addition to changing the method of operating the brake shoes on this series the size of the shoes has been changed to give a larger brake surface area. This change has resulted in an increase of from 230 sq. in. to 260 sq. in. of brake lining. The hand brake is an external contracting brake operat-



Above—Magnified view showing the deposit of soft bearing metal placed on pistons by electroplating. Closer fits are possible and longer piston life is the result. Top segment—The brakes are Bendix Duo-Servo, hydraulically operated. Center segment—Twenty little levers arranged to use centrifugal force eliminate clutch slippage and provide smooth engagement



Modernized styling is a big feature of the Studebaker 1935 line

1935 Studebaker Prices

1½ to 2-Ton Models		
1-T230	130-in. WB	$565
1-T241	141-in. WB	600
1-T265	165-in. WB	615
2 to 3-Ton Models		
1-T641	141-in. WB	945
1-T653	153-in. WB	970
1-T665	165-in. WB	995
1-T683	183-in. WB	1045
2½ to 3½-Ton Models		
1-W741	141-in. WB	1545
1-W765	165-in. WB	1595
1-W783	183-in. WB	1620
3 to 4-Ton Models		
1-W841	141-in. WB	1845
1-W865	165-in. WB	1895
1-W883	183-in. WB	1920

ing on the propeller shaft. A vacuum booster brake is optional in this series.

The engine remains the same for size, 3¼ in. bore and 4⅝ in. stroke, but the power is increased by fitting an aluminum head of 5.5 to 1 compression ratio. A head with 4.6 to 1 ratio is optional. A thermostat by-pass is fitted to the engine which permits water to circulate through the engine but does not permit it to pass through the radiator until it reaches the correct operating temperature.

The 1-T600 series, 2 to 3-ton capacity, has a gross rating of 13,500 lb. The wheelbases range from 141 in. to 183 in. The front axle is wider to permit a shorter turning radius. The rear axle is a new Timken having a larger ring and pinion gear and a heavier axle shaft. The shaft measures 1¾ in. through the splines.

The Studebaker Champion engine is equipped with an aluminum head having a 5.5 to 1 compression ratio with a 4.6 to 1 ratio available on option. The 5.5 ratio increases the torque to 162 lb. ft. and the horsepower to 80 at 3200 r.p.m. The engine of the 1-T600 is likewise fitted with thermostatically operated water by-pass.

SPRINGS have greater capacity than before. The number of leaves in the front spring has been increased from 9 to 11 giving an individual spring capacity of 1100 lb. in place of 1075 lb. capacity in the previous models. There are 12 leaves in the rear spring in place of 11 used previously and the individual spring capacity has been increased from 3620 lb. to 4200 lb.

The brake capacity has been increased by adoption of the new hydraulically operated Bendix Duo-Servo brakes and an increase in lining area to 330 sq. in. A vacuum booster is also optional on this series.

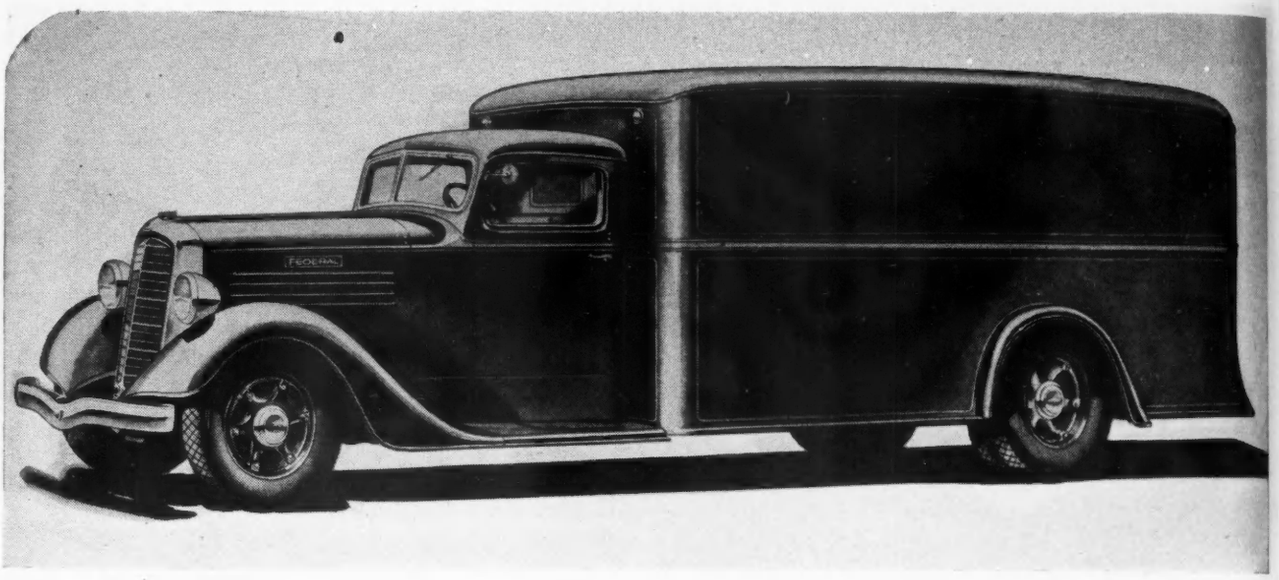
A new series known as the 1-W700 series makes its entry into the Studebaker line. It will be powered with a Waukesha engine of 282 cu. in. piston displacement. This L head engine develops a torque of 190 lb. ft. and 82 h.p. at 3200 r.p.m. This engine is known as the Waukesha 6BK. It is a 6-cylinder engine with a bore of 3¾ in. and a stroke of 4¼ in. The compression ratio is 5.1 to 1.

The 1-W700 will have Timken axles front and rear and the new hydraulically operated Bendix Duo-Servo brakes. A booster brake will be standard equipment. The transmission will have five forward speeds. Springs will be 39 x 2½ in. for the front and 56 x 3 in. for the rear. Helper springs will be standard. The hand brake will be a disc type operating on the propeller shaft.

THIS model will have a gross rating of 16,000 lb. and a nominal rating of 2½ to 3½ tons. Other mechanical details will be identical with the 1-W800 series.

With the exception of the brakes which are the new hydraulically operated Bendix Duo-Servo type with a vacuum booster as standard equipment, the new 1-W800 series retains largely its present specifications. A 33020 series Timken axle is available which gives this series a 20,000 lb. gross rating when used but with the standard axle the rating is 18,000 lb.

Cast iron pistons are electroplated which makes possible a closer fit and makes possible a shorter breaking-in period with less damage to the engine Clutches have been re-designed to use centrifugal force to keep the clutch in positive engagement. Twenty little levers are so arranged as to prevent slipping and provide smooth engagement.



Federal Fits

Models 15, 18, 20 and 25 Are Styled With New Beauty and Given Capacity Boosts and Better Load Distribution

NEW beauty, increased capacity and better load distribution are important features of the new 15, 18, 20 and 25 models recently announced by the Federal Motor Truck Co., Detroit.

The same styling has been carried out in all of these new models. The radiator has well rounded edges and is inclined at the same angle as on previous models. The hood overlaps the cowl more than formerly, and has a smoth waterproof top hinge. A decorative moulding has been added to the hood and cowl. The louvres are of new design having four long parallel mouldings, back of which is an ornamental grill. The standard cowl is equipped with a top ventilator. Side ventilators giving three-way ventilation can be supplied optional.

Fenders and radiator splash shield are improved in appearance. The running boards have rounded edges to match the fenders. Front bumper is of heavy spring steel with a drop at the center.

Deluxe equipment to add further attractiveness is available for all models. Included are skirted fenders, chrome plated radiator, bumper, hub caps, hood hinge, louvre mouldings and head lamps.

Two new cabs are offered for these models. The standard cab has a one-piece sloping windshield and there is a deluxe cab with V-type sloping windshield, insulated steel roof, fully lined with ply-wood. On sides of each cab is a decorative moulding that forms a continuation of the design on the hood and cowl. Both cabs are two inches longer than preceding models to provide greater driving comfort. Both also have skirts extending down to the running boards. All windshield frames are chrome plated.

BETTER load distribution has been obtained by moving the power plant forward. This provides a shorter turning radius and also distributes the load more evenly on the front and rear tires which results in longer wear.

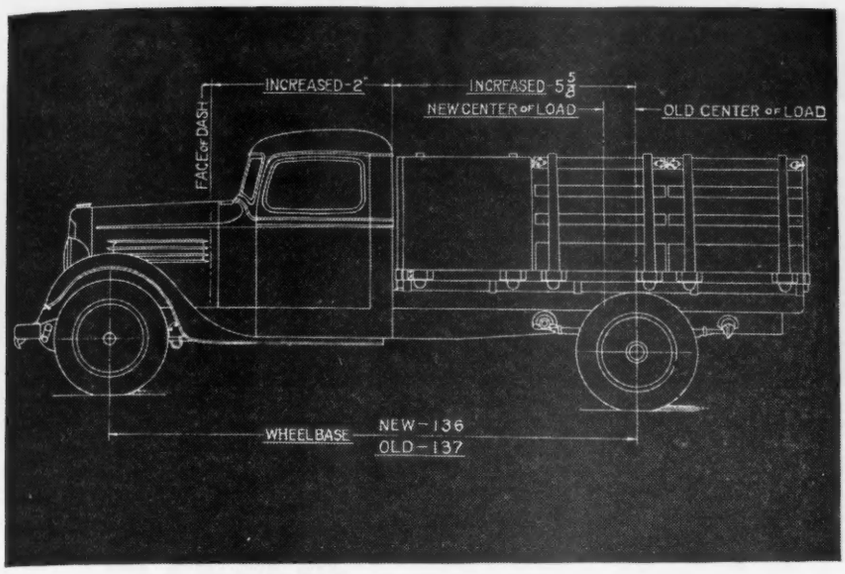
A choice of six wheelbase lengths is provided on all models as follows: 136 in. (standard), 147, 156, 168, 181 and 195 in. The standard short wheelbase remains unchanged but all of the longer wheelbases are shortened 6 in. over previous corresponding models.

Gross capacities have been stepped up as follows: model 15 from 10,000 to 11,000 lb.; model 18, from 11,000 to 12,000 lb.; model 20, from 12,000 to 13,000 lb., and model 25, from 14,000 to 14,500 lb. Nominal ratings are: model 15, 1½-2 ton; model 18, 2-2½ ton; model 20, 2-3 ton; model 25, 2½-3½ ton.

The same series of Hercules 6-cylinder engines used in the past are continued in the new models. Model 15 is equipped with JXA engine, 3⅜ in. bore by 4¼ in. stroke, 228 cu. in. piston displacement. Models 18 and 20 are powered with the JXB 263 cu. in. engine of 3⅝ in. bore by 4¼ in. stroke. Model 25 has the JXC 282 cu. in. engine with 3⅜ in. bore by 4¼ in. stroke. Outstanding features common to all of these engines are 2½ in. 7-bearing crankshaft, large full length water jackets, force feed lubrication, valve seat inserts, silent helical wide face timing gears, gear driven water pump and downdraft carburetor.

AN air cleaner, oil filter and governor are standard equipment. An oil bath type air cleaner is standard on the 20 and 25 models.

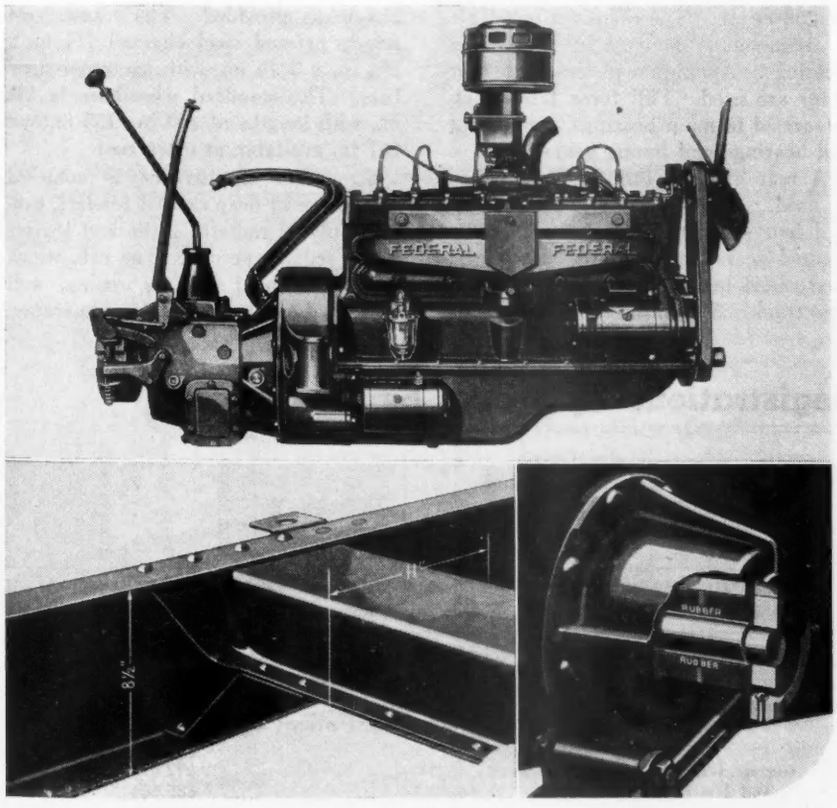
Each model has a Timken full floating bevel drive rear axle. Other general specifications are similar to the preceding models including 8½ in. fish belly type frames, 4-speed transmission, roller bearing universal joints, four-wheel hydraulic brakes (vacuum power booster standard on 20 and 25 models),



THE NEW PRICES

FACTORY prices for the new Federal models with standard wheelbases are: Model 15, $645; Model 18, $875; Model 20, $1,025; Model 25, $1,275. Tire sizes are those specified for the standard wheelbases.

Four Jobs to 1935 Needs



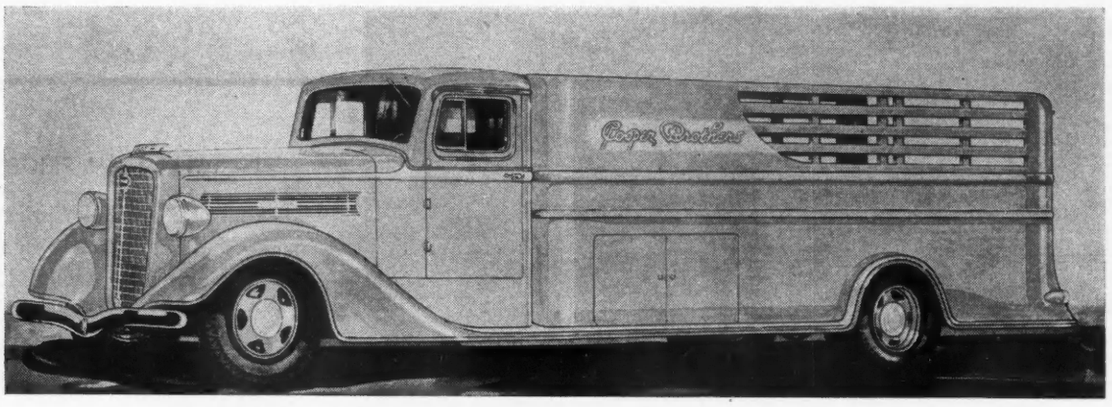
Top of opposite page—The styling of this truck is typical of all four of the new models announced by Federal. Top of page—Roomier cabs and better weight distribution, with consequent better tire wear, are made possible on a shorter wheelbase by moving the engine and dash forward. Above—All models have six-cylinder L head Hercules engines. Generous cross members support 8½ in. side rails of the fish-belly type. Spring bolts are mounted in rubber bushings which require no lubrication

fore shackled front springs and rubber bushed spring eyes that require no lubrication.

The model 15 engine has a maximum torque of 149 lb-ft. which is maintained over a wide range of engine speed. The horsepower is 61 at 2500 r.p.m. Models 18 and 20 have a torque rating of 164 lb-ft. and the horsepower developed is 68 at 2500 r.p.m. The torque developed by the model 25 engine is 176 lb.-ft. while the horsepower is 72 at 2500 r.p.m.

ALL models have Borg and Beck clutches. Model 15 clutch is 10 in. in diameter while all of the other models have an 11 in. plate. Front springs on all four models are 2½ in. wide and 38 in. long. The number of leaves used in the models 15 and 18 is 8. The model 20 has 12 leaves and the model 25 uses 15 leaves.

The rear springs of the models 15, 18, and 20 are uniform, being 50 in. long and 2½ in. wide. All have 12 leaves. The model 25 has rear springs of the same length but the width is increased to 3 in. The number of leaves remains the same. Standard tire sizes are as follows: Model 15, 6.00/20 front and 32 x 6 singles rear. Model 18, 6.50/20 front and 6.50/20 duals rear. Model 20, 6.50/20 front and 6.50/20 duals rear. Model 25, 7.00/20 front and 7.00/20 duals rear.



Deep-skirted fenders and sedan-type cab achieve the new streamlined appearance

New Indiana Is $695

Streamlined Model Has 11,000 Lb. Gross

Marks Entry Into the Low-Price Field. Four Wheelbases Available

A NEW streamlined Indiana truck, priced at $695, is announced by The White Motor Co. Delivery of the units started March 15.

The new model, of 11,000 lb. gross capacity, marks Indiana's entry into the lowest price field. It will be merchandised by White branches and dealers.

The model 86 is designed to meet every requirement of the 1½ to 2-ton field. The engine is a six-cylinder, L-head type with a piston displacement of 263 cu. in. The crankshaft, 2½ in. in diameter, is mounted in seven main bearings. Aluminum pistons with four rings are used. Full force lubrication is carried to main bearings, connecting rod bearings and timing gears.

A rear axle, of full floating design, is used. A heavy duty, 11-in. clutch and four speed transmission with heat-treated gears are standard. Hydraulic four-wheel brakes are a feature of the new truck. A total brake lining area of 254 in. is provided. The frame is of sturdy pressed steel channel 7⅞ in. x 2¾ in. x 3/16 in., with five cross-members. The standard wheelbase is 131 in., with lengths of 143 in., 155 in. and 167 in. available at extra cost.

Streamline appearance is achieved by the use of deep-skirted fenders, cadmium-plated radiator grille and louvres and a sedan-type cab. The cab, which is at additional cost, is roomy, well ventilated and handsome in appearance.

New Truck Registrations by Makes by Months

	Autocar	Brockway	Chevrolet	Diamond T	Dodge	Federal	Ford	G. M. C.	International	Mack	Reo	Sterling	Stewart	Studebaker	White-Indiana	Miscellaneous	Total
January.....1935	71	86	9,867	550	5,141	152	13,260	858	3,513	114	380	10	42	127	308	280	34,759
January.....1934	79	91	8,917	406	2,581	120	6,650	555	2,284	161	289	9	61	98	284	318	22,903
Per Cent Change:	−10	−5	+11	+35	+99	+27	+99	+54	+54	−29	+32	+11	−31	+30	+8	−12	+52

February Sales Gain

New truck registrations for February, 1935, amounted to 34,800 as compared with 24,476 a year ago, an increase of 42 per cent, according to estimates based on returns from 31 states. The actual returns for the 31 states are 22,685 as compared with 16,052 for the same 31 states a year ago.

C. C. J. Breakdown of Truck Registrations by Capacities

	Units	% of Total
¾ ton or less	692,072	21.33
1 ton and less than 1½	685,584	21.13
1½ tons and less than 2	1,550,918	47.80
2 tons and less than 2½	122,970	3.79
2½ tons and less than 3½	109,667	3.38
3½ tons and less than 5	31,473	.97
5 tons	11,681	.38
Over 5 tons and special types	40,233	1.24
Total (as of Jan. 1, 1935)	3,244,598	100.00

New Products on Parade

Descriptions of the Latest Items Put on the Truck Market by Equipment and Specialty Manufacturers

Thompson Valve For Trucks

A NEW heavy-duty valve of aircraft engine valve steel is now cataloged by Thompson Products, Inc., Cleveland, for trucks and buses. The new valve comes with a Stellite seat and stem tip in some instances. For certain other engines the Stellite is omitted. The steel used for this valve has exceptional strength when hot and is highly resistant to burning and corrosion.

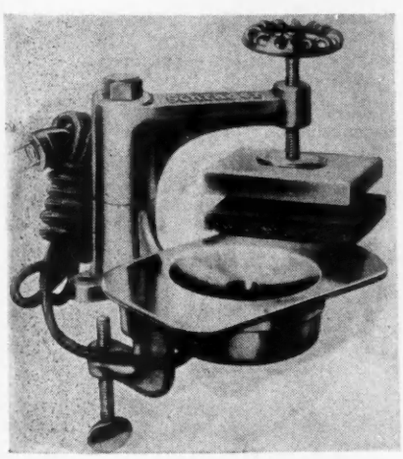
Hexcel Radiator Core

THE Hexcel Radiator Co., Racine, Wis., has produced a new twin core radiator core for which the combined advantages of both the cellular and tubular type cores are claimed. It is of all copper construction, which gives it high heat dissipating qualities, and it is self-compensating to freezing pressures. The company will mail a brochure to those desiring more information.

Schrader Electric Vulcanizer

A NEW electrical vulcanizer, for making smooth replacement attachments of Dubltite and rubber base valves, is announced by A. Schrader's Son, Bklyn., N. Y.

Among the several exclusive features, the vulcanizer has a special plate with moulded cavity designed to make correct "feather-edge" adhesions. It is for either AC or DC current. It has a sturdy frame



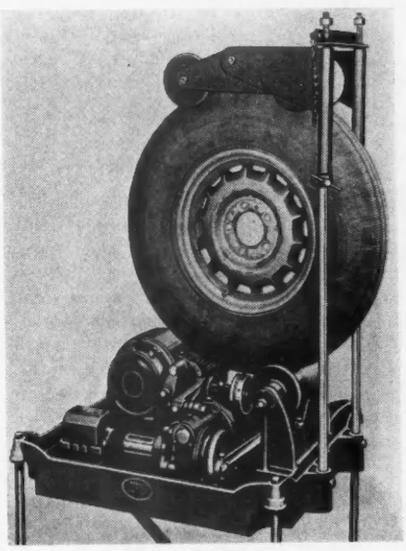
Schrader vulcanizer

with swinging arm, and a clamp for making it readily portable or for permanent installation.

A flat plate is also supplied for making ordinary tube repairs. The price is $7.50.

Bendix Nu-Grip Cutter

THE Bendix Products Corp. will make and market a new device to be called the Bendix Safety Nu-Grip. The machine, when put to work on the ordinary auto-



Tire tread cutter

mobile tire, automatically cuts lateral slots in the surface of the tread. These slots are 3/16 in. deep and are ¼ in. apart. Each slot is 1/16 in. wide. These slots are cut clear across the tread of the tire and around its entire circumference to give the tire greater safety on wet streets. Cutting the slots does not harm the tires in any way. Cutting lasts approximately 9000 miles.

Bear Rim Tool

HERE is a handy tool for straightening wheel rim flanges when bent in toward the rim channel or out toward the spokes. It is adjustable and can be used for correcting various types of bends. Also, suitable for straightening bumpers, frame flanges and other work of this nature. Length over all, 30½ in. Made of nikrome steel by the Bear Mfg. Co., Rock Island, Ill.

Kellogg Oil Spray Gun

A STURDY, strong and convenient spray gun for use where penetrating oil or light lubricants are applied to springs, shackles and body connections. The unit is hand operated and the amount and force of the spray is controlled by the pressure on the trigger. The nozzle is adjustable. Marketed by the Kellogg Equipment Corp., Rochester, N. Y.

Six-Wheel Attachment

RUGGEDNESS is the feature of the new Acme six wheel attachment for Ford trucks. It has 3¾ in. tubular axle with ½ in. wall, integral forged spindles, extra large Timken bearings, 16 in. x 2½ in. Bendix brakes, full capacity springs and frame extension running up under cab. The new Acme-Ford will haul 8 to 10 tons. Certified cost records of Acme-Fords show operating costs of 1 cent per ton-mile.

S-W Enamel

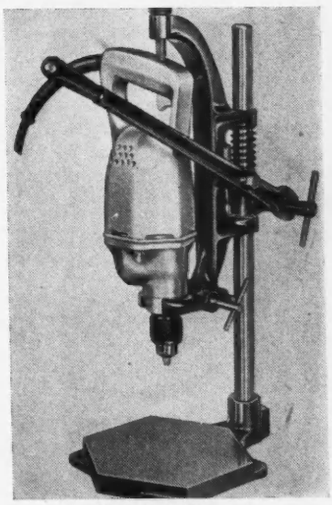
A NEW automotive finish especially suitable for refinishing or spot painting has been developed by the Sherwin-Williams Co., Cleveland. It is a combination finish known as Opex OK enamels.

The finish is quick drying. It possesses exceptional build and the enamel dries to a smooth, high, natural gloss without sanding, polishing or rubbing.

Black & Decker Drill Stand

AN addition to the drill stand line of the Black & Decker Mfg. Co., Towson, Md., is the new No. 7 bench drill stand, which is described as practical for almost every maintenance operation.

The No. 7 drill stand converts portable electric drills into powerful drill presses for heavy duty and extremely accurate work. Four-to-one leverage on the feed handle enables the operator to exert tremendous pressure on the work. The drill



Electric drill stand

stand accommodates ¼-in. special drill, ¼-in. heavy duty drill and 5/16-in. drill.

Announcement is made that the Black & Decker 6-in. special electric bench grinder has been reduced in price to $24.

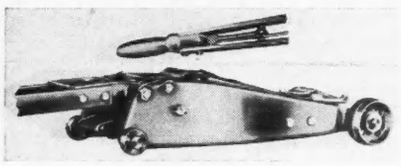
NEW PRODUCTS ON PARADE

Smith Hydraulic Jack

THIS new jack made by the Herb Smith Equipment Corp., Rochester, N. Y., is built to give perfect satisfaction on all models and makes of cars. It is built low, long and powerful; can be operated under cars equipped with trunks, bumpers or delivery bodies.

Will handle cars equipped with knee action front assembly. It raises from 3⅝ in. to 20 in.

The jack has a self-cleaning, foolproof



Hydraulic jack

needle valve release, seated into a carefully machined, solid steel seat. Price is $28.

Two-Speed Axle for Fords

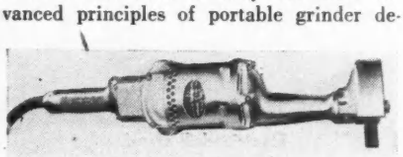
THE Dual Ratio Two-Speed axle for Ford trucks manufactured by the Columbia Axle Co. of Cleveland, Ohio, gives an even, smooth and quiet performance in Ford trucks, and makes possible greater operating economy.

A feature of this Dual Ratio two-speed axle is that the Ford trucks so equipped can be operated in the regular Ford gear ratio as desired. In other words nothing is taken away from the present Ford performance. When, however, the full power of the motor is not required for acceleration, hill climbing, load, etc., the driver simply turns the switch on the dash to "high" and gets a new driving range.

By turning the Dual Ratio switch on the dash the regular Ford ratio of 6.6 is changed to a "power saving" ratio of 4.4. This means that the speed of the engine is reduced 33 1/3 per cent although car speed is not reduced. Because Dual Ratio is located in the rear axle and not in the transmission, speed of the ring gear, pinion, propeller shaft and universal joints is also reduced in proportion, with resulting savings in wear.

Van Dorn Grinders

THE Van Dorn Electric Tool Co., Towson, Md., has produced a new line of portable electric grinders. These new 4-, 5- and 6-in. units embody the most advanced principles of portable grinder de-



Electric grinder

sign. The new features include increased power, full-sized ball bearings on armature shaft and wheel spindle, and adjustable wheel guards for grinding in any position.

Universal motors operate on either alternating or direct current.

Spray Equipment Book

A NEW 32 page booklet, issued by the Binks Mfg. Co., 3114 Carroll Av., Chicago, gives prices and description of the Binks line of spray equipment. New developments described include the Thor Model 5 touch-up Gun with adjustable spray head and overhead trigger and the Thor Model 6 touch-up and General Utility Gun.

Bulletin AD-114 contains descriptions, prices and illustrations of spray guns for finishing, cleaning and oiling; cup-type containers, pressure containers, oil and water extractors, air regulators, compressors, portable spray outfits and exhaust units. Write for a free copy.

Firestone "Ground-Grip"

FIRESTONE engineers claim that the new tire known as the "Ground Grip" does away with the expense and bother of chains—in fact, it will pull through mud and snow where chains would leave the vehicle stranded. Yet it rides smoothly and is satisfactory for highway travel.

The tire is made in three types—for passenger cars, trucks and tractors, but the new tread development is used in each.

This tread cleans itself and will not clog with mud or clay. The tread design does

"Ground-Grip" tire

away with bumping because its projections are so placed that they are always in contact with the road. Firestone Tire and Rubber Co., Akron, Ohio, manufacture the tire.

Rimac Flex-Stone

ALL of the abrasive qualities of the hardest of grinding stones, plus flexibility, makes Rimac Flex-stone the ideal tool for cleaning and smoothing down contact points and commutators. You can bend it. You can twist it. It will not break off. And so you can put it into the awkward little corners where files or other tools can't go. Rinck-McIlwaine, Inc., 16 Hudson Street, New York, N. Y.

Bear Wheel Balancing Lug

THIS special wheel balancing lug for Jumbo and straight rim wheels has been developed by Bear engineers. Weight is precise for accurate balancing. No screws—no clamps—no drilling. Fits neat-

Wheel balancing lug

ly—requires no clearance. Simply hook cap over rim and insert weight. For full particulars, write the Bear Mfg. Co., Rock Island, Ill.

Miniature "C" Clamps

ADJUSTABLE Clamp Co., Chicago, announces a line of Miniature "C" Clamps of 1 in. depth of throat, and opening 1 in. and 2 in. These tiny clamps are priced very low, yet made to industrial standards for service. They are well designed and have best malleable iron frames, the foot ground smoothly, and cadmium plated. The steel screws have standard threads, and are tipped with freely turning swivels deeply riveted. The loose-pin handle gives ample pressure without resorting to pliers, and yet permits closing in close quarters.

Grease Gun

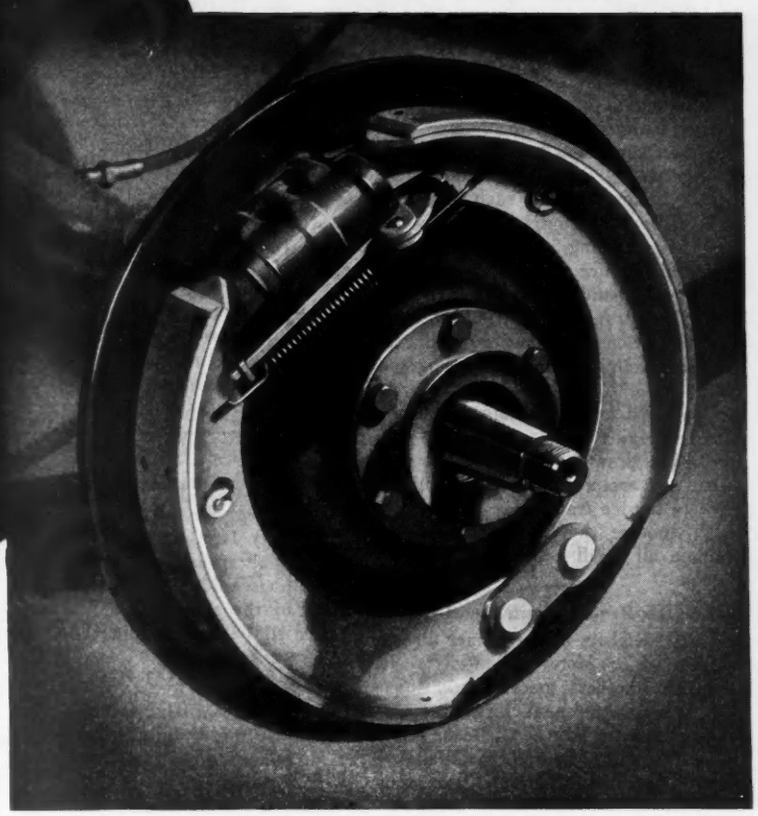
THE United States Air Compressor Co., Cleveland, announces a new featherweight 1-lb. Grease Gun. The detachable grease barrels can be snapped on and off with ease owing to the new, exclusive U. S. 'Toggle Clamp.' The minute the magazine is changed and the trigger pressed there is an instantaneous release of new grease. This gun has a high and low pressure adjustment which eliminates the danger of ruining fittings equipped with Welsh plugs. There is a grease pressure of 2000 lb. or

Featherweight grease gun

over 10,000 lb. by simply turning screw adjustment on the end of the barrel. The valve in the gun is pneumatically operated.

No doubt about it!

AMERICA WANTS HYDRAULIC BRAKING



THE vote is in. Motoring America *wants* Hydraulic Braking. If you sell motor cars you know it. You know that Hydraulic Braking is a definite, important sales asset, and that its value is steadily growing.

Consider the reasons. Hydraulic Braking gives the motorist an easy, cushioned pedal — permanent equalization of pressure—freedom from lubrication of linkage —freedom from noise. Hydraulic Braking gives the dealer low service overhead, added sales appeal and brake-contented customers. It gives the manufacturer low installation cost and high public acceptance.

Correspondence is invited.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

OFFICIALLY SERVICED THROUGHOUT THE NATION BY WAGNER ELECTRIC CORPORATION

NEWS

Richberg Advises Code Let-Down

Trailer and Commercial Body Mfg. Codes Would Be Dropped

Elimination of some 500 codes for industries employing less than 10,000 persons, recommended to the Senate Finance Committee by Donald R. Richberg, would affect, among others, such industries as anti-friction bearing, commercial vehicle body, die casting, drop forging, gasoline pump, motor fire apparatus manufacturing, motorcycle manufacturing, trailer manufacturing, air transport and commercial aviation. Previously he had advised that the motor vehicle storage and parking code be dropped.

Generalizing his recommendation, Mr. Richberg said:

"1. Withdraw the federal government from all compulsory action with reference to service trades.

"2. Require the administration to consolidate all small codes.

Vance, Hoffman, Bean Head-Up White

Three members of the former directorate of the White Motor Co. were reelected when stockholders met recently to name directors for the next three years. Reelected members are A. G. Bean, president of the company; Paul G. Hoffman, Studebaker president, and Harold S. Vance, chairman of the Studebaker board.

Other newly named officials are F. H. Chapin, president of the National Acme Co.; R. M. Fisher, treasurer of the Midland Steel Products Co.; David L. Johnson, Cleveland attorney; W. A. McAfee, attorney; E. J. Quintal, of the Chase National Bank, New York; W. King White, president of Cleveland Tractor Co.

Former directors, not renamed, include T. R. Dahl, G. H. Kelly, J. H. Watson, A. J. Bumpf, and J. S. Condit.

Champion National Change Week

The twelfth Champion National Change Week will get under way May 6, when Champion salesmen will keep a particularly sharp lookout for "highway robbers," meaning bad spark plugs. An active campaign will be conducted by the Champion Spark Plug Co. Bad plugs beware!

Sterling Gets Patent

The Sterling Cable Corp., Port Huron, Mich., has been granted a U. S. patent covering the metallic lacquer coating on insulated wires and cables, which Sterling originated and has used for years on products manufactured and sold under the trade name, "Sterling Silver-Sheathed."

Jeffries With Stutz

S. A. Jeffries has been appointed chief engineer of the package car division of the Stutz Co. He was formerly with Reo.

Three New Truck Bills Pop Up in Congress

In recent weeks three new bills affecting trucks have been introduced in Congress.

S. 2017, offered by Senator Royal S. Copeland, New York, would limit the the speed of trucks in interstate commerce to 40 m.p.h.

H.R. 6450, sponsored by Representative William P. Connery, Jr., Mass., would give labor equal representation on code authorities.

H.R. 6539, introduced by Hamilton Fish, Jr., New York, would amend the Interstate Commerce Act so that rail rates would be based on costs, as well as the rates of another transportation agency which may come under ICC regulation.

Trucks at GM's Spring Shows

Beginning April 6 and continuing until May 11, General Motors will hold its annual spring showings of automotive and household products in 51 cities. At many of the shows Chevrolet and GMC trucks wil be included in the display.

Hill With Lukens

Erle G. Hill, formerly with the Mellon Institute of Industrial Research has joined Lukens Steel Co., Coatesville, Pa., as director of research.

Md. Proposes Recovery Bill

A state industrial recovery bill limited to the motor vehicle retailing trade has been introduced in the Maryland state legislature. The bill is patterned after the dealers' NRA code and its passage would make that code a part of the laws of the state.

Daisley Promoted by W-R

R. H. Daisley has been appointed executive supervisor in charge of all activities at the Saginaw plant of the Wilcox-Rich Corp.

Dodge Truck Sales Up

Dodge reports retail truck deliveries totaling 6007 units for the first eight weeks of the year. Total truck and passenger car deliveries for this period exceeded the same period last year by 83.9 per cent.

Roper Joins Acme

Church Roper has been appointed sales manager of the Acme Machine Products Co., Muncie, Ind. He was formerly with the Ray Day Piston Corp.

Bartholomew Joins Eaton

John Bartholomew has joined the sales organization of the Eaton Manufacturing Co. He previously was with Bendix Products.

Eastman Staff Leans to Revision

All Interests Are Uniting to Put Eastman's Bill Together Again

The task of picking up the pieces of the Eastman regulatory bill, battered during the recent House and Senate hearings, and making of them an acceptable scheme of regulation of the trucking industry has begun. Committee members, during the hearing, indicated that they would not accept the bill as drafted.

One of the principal changes is the possible inclusion in the bill of the code provision designed to bring about, through legislative enactment, a section strengthening the rate provision under the code. Another revision advocated by both truck and bus interests would deny to operators who have not complied with their respective codes, the privilege granted under the "grandfather" clause.

The enormity of the problem is being realized by all interests in view of the fact that 85 per cent of the industry is composed of one-truck operators. All changes suggested are in line with the general program adopted by the American Trucking Association's Policy Committee.

Butcher and Hart Organize

The Butcher & Hart Co., of Toledo, has been organized to manufacture lock washers and spring wire products. The principals of the new company are Harold Butcher and Ed. W. Hart. Formerly Mr. Butcher was vice-president of the Champion Spark Plug Co. Mr. Hart was vice-president and factory manager of the Reliance Mfg. Co.

Reo Appoints 58 Dealers

During January and February six new distributors and 58 dealers have been franchised to sell and service Reo passenger cars and commercial vehicles, according to C. A. Triphagen, general sales manager of the Reo Motor Car Co.

James Upped by Chevrolet

D. L. James has been appointed assistant manager of the service and mechanical departments of Chevrolet Motor Co. He will continue in the central office at Detroit.

Budd Making Ford Truck Cabs

Edward G. Budd Mfg. Co. is now producing all Ford closed cabs for commercial cars and bodies for Ford pick-up and panel delivery trucks as well as some miscellaneous steel parts for assembly at the Ford plants.

Warner Plant at Capacity

Capacity operation is reported by the Warner Electric Brake Co., Beloit, Wis. The plant has been working at top speed since late in 1934.

ARE YOU GAMBLING WITH BATTERY MAINTENANCE COSTS?

When you gamble with batteries and battery maintenance—you can't win. Unless you use a battery that you ***know*** you can depend on, you are risking delays in your hauling service due to starting failure, as well as short battery life and excessive maintenance costs.

You minimize these troubles with Exide Batteries—and you pay no premium for Exide dependability. With Exide, you save money, not only through long battery life, but by cutting costly delays and reducing the cost of maintenance.

Exides repay you with extra dividends for employing a simple, systematic maintenance routine, in the same way that a truck responds to lubrication. And taking proper care of a battery demands no more time and trouble than inflating a set of tires.

Exide Engineering Service, conducted by trained and experienced battery engineers, is available to fleet operators free. Take advantage of this money-saving service—standardize on Exide—and let this combination show you how *little* battery dependability can cost.

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

EXIDES FOR DIESEL STARTING

Specially constructed Exides of three different types have been developed for Diesel starting. Packing maximum power into minimum weight and space, these special Exides meet the low-temperature starting requirements of all high-speed Diesels.

Exide

NRA CODE

BATTERIES

FOR EVERY TYPE TRUCK

SECRETS TO SAFETY IN FLEET OPERATION

(Continued from Page 28)

Since driving a truck is essentially a sedentary occupation, the location of the driver's seat is of great importance. I am not advocating the luxurious comfort of an easy chair, but a seat with enough comfortable characteristics to overcome the poorly designed, badly located and cheaply constructed seats which are prevalent today.

The seat must offer easy access and must be placed for efficient operation of the controls. Instrument board lights should be properly shielded. Windshield glass should be non-shatterable and should be in an inclined position to destroy reflections. Windshield wiper and devices, to prevent formation of sleet, should be provided.

Cabs should furnish protection from the weather. Open or closed they should provide adequate ventilation. The location of the engine tail pipe in relation to the cab windows is of great importance.

When all of the physical comforts have been provided for, I venture the opinion that there is still another hazard. Sheer boredom of driving a slow moving vehicle over a long monotonous road brings on a stupor which resembles drowsiness. I suggest that to relieve this mental discomfort truck drivers be encouraged to signal other drivers going in the same direction when overtaking and passing. This would require a degree of mental alertness and implied responsibility which approaches city driving.

The adoption of a signal which would indicate direction of turn and in addition a means of indicating to the overtaking driver when to pass, Truck drivers are familiar with routes which they travel regularly and they know the stretches in which they can be safely passed as well as the danger points. In addition to keeping the driver mentally awake a signal such as described would help in preventing a large number of accidents involving vehicles going in the same direction.

BRAKES AND SKIDS

By DAVID BEECROFT,
Vice-President, Bendix Aviation Corp.

I THINK it is conservative to state that fleet operators as a group have accomplished more in the way of accident avoidance than any other group of people working to the same end. Statistics substantiate this observation.

Fleet operators know by experience the value of frequent mechanical inspections and have used every accessory at their command in educating drivers in highway safety such as films, still pictures, meetings, awards and penalties. Accident costs have been computed and the figures impressed on drivers. It would seem that no stone has been left unturned, and yet accidents persist.

It would seem that there remains no possible part of this subject to which I could direct your attention but that we cannot accept fatallistically the annual increase in accidents. If we are doing the best we can, individually, then maybe we should devote more time and effort to being our brother's helper in this work. Somebody must do the work, and if we all give our best, provided the effort is directed along the proper line, results will follow.

We are beset today with proposed and advocated panaceas for accident avoidance. Within the last two years an entirely new factor has entered this field. It is the compulsory inspection by the state or municipality with equipment owned by the state or municipality. The state of Delaware and the city of Memphis have already taken up the program. Des Moines, Iowa, Evanston, Ill., and Knoxville, Tenn., are in the process of setting up similar forms of compulsory inspection.

MY observation, and it is not a criticism, is that while the mechanical inspection is in progress would it not be wise to use the time consumed making some elementary test of the driver and giving him some safety information that would send him away from the inspection with the clear understanding that highway safety depends more on him than it does on the condition of his vehicle and that in driving on the highway he is charged with a large responsibility?

Relative to brakes and skids: the condition of the tires, road surface and other factors play a major part in accidents, so the laboratory figures for stopping distances cannot be accepted at face value in laying the cause at the door of faulty brakes. Judgment on the part of the driver—judgment that takes all of these things into consideration is the dominant factor in accident avoidance.

The gun method is ideal for testing brakes but unfortunately cannot be used widely. The decelerometer has proved to be an advance over the tape measure because the decelerometer gages the ability of the brakes without including the reaction time of the driver. By this method the blame can be correctly placed. In specifying stopping distances it is recommended to express brake capacity in terms of deceleration in feet per second per second rather than stipulating a definite distance in feet.

....And So to Bed....Where?

(CONTINUED FROM PAGE 17)

In some cases the company guarantees to use a given number of rooms per week or month and in others they have a number of rooms reserved which are never occupied by anyone but trucking company employees. In one case the drivers were fed at the rooming house at the company's expense. An interesting story dealing with a typical rooming house patronized by a trucking company and its drivers is discussed elsewhere in this issue.

WHERE an official of a truck company has taken the trouble to make arrangements with a rooming house he has usually made a wise choice. Almost always the same man checks up often enough to see that the rooming house is being kept up to par and that they did not stage a show for him at the time of his original inspection.

Rooming houses are far more satisfactory than are hotels for this purpose. Drivers, like anyone else, have pride and are sensitive about their appearance. Since their work calls for work clothes, they have no desire to appear attired as they must be in places where work clothes are considered inacceptable.

Truck drivers deserve a better fate on the road than is their lot with some employers. A number of terminal executives indicated that "they did not have time to play nursemaid to a lot of truck drivers" and others dismissed the thought with a statement that they paid the room rent up to a stipulated amount and that beyond that point the company thought the driver should be able to forage for himself.

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

***—List price not yet established. Ready next issue.

Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

c. o. e.—Cab-over-engine design.

(3) **Corbitt**—Larger engines and corresponding auxiliary units provided on all models at extra cost.

(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.

(5a) **Dodge**—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502; has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.

(6) **General Motors**—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Dual performance axle at extra cost in Model T-18. Double reduction axles optional at extra cost in Models T-43, T-46, T-46H, T-51, T-73H and T-74. Worm type axles optional at price deduction in Models T-61, T-75T, T-75, T-75H and T-83. Chassis prices and weights on all cab-over-engine models include the cab. A complete line of superheavy duty models designated T-85 series (4-wheel) and T-95 series (6-wheel) custom-built to exactly meet customer's requirements are available with a range of axles, wheelbases, engines, transmissions, etc., and prices will be quoted upon application.

Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.

Gross weight indicated for each model in the table is the straight rating.

Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.

(8) **International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.

(9) **Le Moon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 68RL at same cost.

(10) **Sterling**—Rocker arm used in place of springs.

(D) **Sterling**—Diesel Equipped.

†**Reo**—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x¼. It is furnished at extra cost.

††**Reo**—2J, 2K same as 2H except 166 in. wheelbase and price of $1695.

††**Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.

(11) **Studebaker**—S-2 in 141 in. and 165 in. wheelbases has 6†† in. frame depth.

(12) **White**—Each model shown is furnished with different specifications for different tonnage ratings.

*—**Factory** governed speed 2400 r.p.m.

(12a) **White**—Special prices for each installation.

(13) **Marmon-Herrington**—Available with Hercules Diesel engine. Price on application.

(14) **Ford**—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.

(15) **Mack**—Chassis price and weight include cab.

(16) **Biederman**—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.

(17) **Moreland**—All Moreland models available with Waukesha engines and as six-wheelers with dead axle.

(18) **Walker**—Frame lengths may be changed, within limits, to suit individual requirements, at no additional cost.

(19) **Available**—Models WS125, WS240 and WS300 are available as cab-over-engine types.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Brl—Briggs.
Bu or Bud—Budd.
BW—Borg Warner
BWs—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Covers (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy.
L—Lockheed.
Le—Leibing
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
M.M—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler
Shu—Shuler.
SpB—Spicer and Blood
Spi—Spicer.
Ste or St—Sterling.
Sto.-Bat.—Storage Battery
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken.
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse.
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate.

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center.
Tf—Tapered front.
X—x-Braced.

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch.
C—Cummins.

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
*—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive&Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	A.C.F.	160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4½x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x¼	P P
2		175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3x¼	P
3		175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x¼	P
4	Armleder	11H	1½-2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 20C	6-3⅝x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5		21Ha	2½-4	2185	160	207	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6		31Ha	3-4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.02	39.2	7x3x¼	P
7		41Ha	4½-6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.83	43.8	7x3x¼	P
8		61Ha	5-7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5	No	Own	2F	R	7.07	49.7	8½x3x¼	P
9		71Ha	8-11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4¾x5½	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x¼	P
10		(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
11		(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
12		(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
13	Autocar	RG	2½-5½	3000	150	192		6756	B8.25/20	DB8.25/20	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14		RH	6½	3400	150	192		7215	B9.75/20	DB9.75/20	Own R	6-3¾x4¾	Own T	U 4	No	Own DF	2F	H	7.13	45.1	8x3x¼	T
♦ 15		D	2½-6½	3500	150	192		6844	B8.25/20	DB8.25/20	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
16		DF	4-8½	3950	135	177		7634	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
♦ 17		DH	6	4125	135	177		7750	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
18		N	5½-8	4650	178	213		8680	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
♦ 19		NF	6-9	4850	178	213		9284	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
♦ 20		S	8	5600	168	168		9464	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
♦ 21		C	10	6650	158	176		11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x¼	T
22		CE	7½	6000	172	203		10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x¼	T
23		NFS	7½	5600	208	208		10000	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
24		T	7½-10½	5900	178	228		10319	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
25		TS	10	6600	204	204		10823	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	Own T	U 4	No	Own TG	2F	H	8.68	55.0	10½x3x¼	T
26		6T	8½	6300	214	228		10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x¼	T
♦ 27	(Eng.und.seat)	UD	3½-6½	3700	97	145		7126	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
♦ 28	"	UDF	5-8½	4150	109	145		7882	B9 00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
♦ 29	"	UN	5½-8	4850	96	163		9098	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
♦ 30	"	UNF	6½-9	5050	128	163		9415	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
31	"	UNFS	7½	5600	145	145		9585	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
♦ 32	"	US	6-9½	5500	109	109		9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
♦ 33	"	UT	7½-10½	6000	128	163		9960	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
34	"	UTS	10	6600	145	145		10927	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	Own T	U 4	No	Own TG	2F	H	8.68	55.0	10½x3x¼	T
♦ 35	"	6UT	11-12½	6450	145	163		10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x¼	T
♦ 36	Available(19)	W-120	1½	1370	Op	Op	12500	4000	B6.50/20	DB6.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 53300	SF	H	6.6	42.2	10x2½x¼	TX
♦ 37		W-170	2½	1780	Op	Op	14000	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 54410	SF	H	6.8	43.5	10x2½x¼	TX
♦ 38		W-210	2½	1890	Op	Op	14000	4800	B7.50/20	DB7.50/20	Wau BK	6-3¾x4¼	Fu 5-A-290	U 5	No	Tim 54410	SF	R	6.8	41.5	10x2½x¼	TX
♦ 39		W240	3	2175	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¼	Fu 5-A-290	U 5	No	Tim 56200	SF	R	7.4	45.1	12x2½x¼	TX
♦ 40		W300	4	3025	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4	Fu 5-A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
♦ 41		W400	5	4125	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5½	Fu 5-A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x¼	TX
42	Biederman	10	1½	895	130	157	6000	2800	B6.00/20	B6.00/20	Con 25A(16)	6-3½x4	War	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x¼	T
43		20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
44		30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
45		40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B613	BF	R	6.37	45.0	7½x3x¼	T
46		50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B805	BF	R	6.42	46.7	7½x3x¼	T
47		60	3	3150	180	210	20000	6820	B9.00/20	DB9.00/20	Lyc A5E (16)	6-3¾x4½	BL	U 5	No	Cla B805	BF	R	6.42	46.7	8x3x¼	T
48		70	3½	3600	157	210	24000	7530	B9.75/20	DB9.75/20	HerWXC3(16)	6-4⅛x4½	BL	U 5	No	Wis 1237	2F	R	8.00	58.7	8x3x¼	T
49		80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RXB (16)	6-4½x5¼	Ful	U 5	No	Wis 1737	2F	R	8.94	65.1	10x3x¼	T
♦ 50	Brockway	78	1½-2	895	138	164	10500	3860	B6.00/20	DB6.00/20	Con 24B	6-3⅛x4⅜	WG T9	U 4	No	Tim 53521H	SF	H	5.66	36.2	7½x3x¼	T
♦ 51		87	2	1240	144	176	12000	4085	B6.50/20	DB6.50/20	Con 28B	6-3⅜x4⅝	WG T9	U 4	No	Tim 53521H	SF	H	6.6	42.2	7½x3x¼	T
♦ 52		90X	2-2½	1470	150	176	14000	4330	B7.00/20	DB7.00/20	Con 28B	6-3⅜x4⅝	WG T9	U 4	No	Tim 53307H	SF	H	6.2	39.7	7½x3x¼	T
♦ 53		96	2-2½	1740	156	176	14000	4770	B7.00/20	DB7.00/20	Con 29B	6-3⅛x4½	BL B341	U 4	No	Tim 53307H	SF	H	5.83	38.5	7½x3x¼	T
♦ 54		110	2½-3	1900	156	188	16000	5300	B7.50/20	DB7.50/20	Con 29B	6-3⅛x4½	BL B341	U 4	No	Tim 54411H	SF	H	5.83	38.5	8x3x¼	T
♦ 55		125X	2½-3	2075	164	188	16000	5370	B7.50/20	DB7.50/20	Con 31B	6-3⅛x4½	BL B341	U 4	No	Tim 54411H	SF	H	5.83	38.5	8x3x¼	T
♦ 56		130	3-3½	2245	164	206	18500	6030	B8.25/20	DB8.25/20	Con 29B	6-3⅛x4½	BL B341	U 4	No	Tim 56200H	SF	R	6.17	40.7	8x3x¼	T
♦ 57		145	3-3½	2385	176	206	18500	6140	B8.25/20	DB8.25/20	Con 31B	6-3⅛x4½	BL B341	U 4	No	Tim 56200H	SF	R	6.17	40.7	8x3x¼	T
♦ 58		150X-4	3-3½	2680	176	206	18500	6150	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	BL 3241	U 4	Op	Tim 56200H	SF	R	6.17	43.2	8x3x¼	T
♦ 59		150X-5	3-3½	2710	176	206	18500	6175	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 56200H	SF	R	6.17	43.2	8x3x¼	T
60		80	2	1210	149	168	11500	4035	B6.50/20	DB6.50/20	Con 26B	6-3⅜x4	Wa T9	U 4	No	Tim 53200H	SF	H	6.2	36.2	7½x2½x¼	T
61		90	2-2¼	1510	149	186	14000	4480	B7.00/20	DB7.00/20	Con 28B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7½x2½x¼	T
62		100	2½	1855	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6-3⅜x4⅝	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7½x2½x¼	T
63		120	2½-3	2260	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
64		125	2½-3	2100	156	200	15000	5700	B7.50/20	DB7.50/20	Con 31B	6-3⅞x4½	BL 234	U 4	No	Tim 54300H	SF	H	5.83	37.37	7½x3x¼	T
65		140	3-3½	2850	156	206	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 5000L	2F	R	6.66	43.5	7½x3x¼	T
66		150	3-3½	2660	170	200	18500	6275	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
67		141	3½-4	3355	170	200	21000	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4¼	BL 314	U 4	Op	Wis 72000	2F	R	7.0	46.2	8x3x¼	T
68		160	3½-4	3295	170	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4½x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
69		170	4	3640	170	212	21000	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4⅝	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.9	8x3x¼	T
70		165	4-5	***	167	191	24000	8150	B9.75/20	DB9.75/20	Con 32B	6-4½x4½	BL 5241	U 4	Op	Wis. 1337BH	2F	R	7.27	51.9	8¼x3x⅝	T
71		175-X	4-7½	4290	170	224	25000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅜x4⅝	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x¼	T
72		195	5-7½	4230	170	224	25000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4⅝	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x¼	T
73		220	8-9	4930	170	224	30000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅜x4⅝	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.3	8½x3x¼	T
74		260	10	6030	212	240	30000	9585	B10.50/22	DB10.50/22	Con 35B	6-4½x5¼	Fu MHU	U 5	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅝	T
75		260S	10	6380	212	240	36000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅝	T
76		V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
77		FC-15-SD	2-3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3¾x4⅝	Fu 5-A-38	U 5	Op	Tim 54300H	SF	H	5.83	46.0	7½x2½x¼	T
78		PC-22-SD	3½-4	3200	188	200	22000	7080	B9.00/20	DB9.00/20	Con 32B	6-4½x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
79		PC-22-SP	3-4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6-4½x4⅜	BL 5352	U 5	Op	Tim 58205	SF	R	6.14	47.3	8x3x¼	T
80		PC-22-DR	3-4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6-4¼x4⅜	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
81		PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6-4⅜x4⅜	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x¼	T
82		PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6-4¼x4⅜	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x¼	T
83		PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6-4⅜x4⅜	BL 5352	U 5	Op	Wis 1737KW	2F	R	5.75	44.3	8½x3x¼	T
84		PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1337BW	2F	R	5.63	45.4	8½x3x¼	T
85		PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1737KW	2F	R	6.38	51.5	8¼x3x⅝	T
86		PC-68-VSD	15	10500	200	240	60000	12250	B10.50/20	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
87	Chevrolet	Comm'l	½	355	112	112	4400	2105	B5.50/17	B5.50/17	Own	6-3⅛x4	Own	U 3	No	Own	S½	U	4.11	12.4	5½x2¼x¼	C
88		Utility	1½	485	131	131	9300	3015	B6.00/20	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	G½	U	5.43	39.2	7x2½x¼	C
89		Utility	1½	545	157	157	9300	3060	B6.00/20	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2½x¼	C
90	Corbitt (3)	1146	1½-2	1095	163	183		3400	B6.50/20	DB6.50/20	Lyc WFC	6-3⅛x4⅜	WG T-9	U 4	No	Tim 53615H	SF	H	5.14	32.9	6x3¼x¼	T
91		1348	1½-2	1665	168	205		4200	B7.50/20	DB7.50/20	Lyc GFC	8-3⅛x4⅜	Cla B-116	U 4	No	Tim 54400H	SF	H	5.83	37.9	8x3x¼	T
92		12	2-3	3060	163	220		4870	B7.50/20	DB7.50/20	Con E601	6-3⅛x4½	Fu 5A-380	U 5	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
93		15	2½-3½	3740	174	220		5870	B8.25/20	DB8.25/20	Con E602	6-3⅜x4½	Fu 5A-380	U 5	No	Tim 58205H	SF	H	Opt	Opt	7x3½x¼	T
94		18	2½-4	4400	178	230		8100	B9.00/20	DB9.00/20	Con E603	6-4¼x4½	Fu 5A-380	U 5	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
95		24	3½-5	5115	195	230		9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	Fu5A-530	U 5	No	Tim 66720H	w/2F	H	Opt	Opt	8x3½x¼	T
96		33	5-7½	6160	195	230		10000	P40x10	DP40x10	Con 21R	6-4⅝x4¾	Fu 5A-530	U 5	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x¼	T
97		(T)1148T	3-5	1600	146	168		3950	B7.50/20	DB7.50/20	Lyc GFC	8-3⅛x4¾	Cla B-116	U 4	No	Tim 63615	SF	H	6.60	42.9	8x3x¼	T
98		(T)1348T	4-6	1925	149	171		4325	B8.25/20	DB8.25/20	Lyc GGC	8-3⅛x4¾	Fu 5A29	U 5	No	Tim 54400H	SF	H	6.80	51.2	8x3x¼	T
99		(T)12BT6	4-7	3465	(3)	(3)		4870	B8.25/20	DB8.25/20	Con E602	6-4½x4½	Fu 5A-380	U 5	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
100		(T)15B6T	5-8	4875	(3)	(3)		5870	B9.00/20	DB9.00/20	Con 21R	6-4⅝x4¾	Fu 5A-380	U 5	No	Tim 58205H	SF	H	Opt	Opt	7x3½x¼	T
101		(T)18D6T	8-10	5569	(3)	(3)		8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	Fu 5A-380	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
♦102	Day-Elder (4)	75	1½	945	135	156	10000	3900	B6.00/20	DB6.00/20	Her JXA	6-3½x4¼	WG T9	U 4	No	Tim 53200	BF	H	5.66	36.2	5¾x3⅛x¼	C
103		85	2	1195	156	186	11200	4100	B6.00/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	7x3½x¼	C
104		110	2½	1495	156	186	13400	4800	B7.00/20	DB7.00/20	Her JXC	6-3⅜x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3½x¼	C
105		130	3	1995	165	204	16300	6300	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	9x3½x¼	C
106		160	3½	2445	165	204	19500	6500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	R	6.14	41.9	9x3½x¼	C
107		200	4	2895	165	204	25300	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x¼	C
108		240	5-7	3995	205	234	33500	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5½	BL 534	U 4	No	Tim 66720H	WF	R	7.60	52.1	10x3¼x¼	C
109	Diamond T	211A	1½	575	135	168	10000	3400	B6.00/20	B6.00/20	Her JXA	6-3½x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2¼x⅜	T
110		220	1½-2	675	135	168	11500	3600	B6.00/20	B6.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B8000	SF	H	Opt	Opt	7x2½x⅜	T
111		227	1½-2	775	135	168	11500	3600	B6.00/20	DB6.00/20	Her JXA	6-3½x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	7x2¼x⅜	T
112		243	1½-2	895	155	179	12000	4000	B6.00/20	DB6.00/20	Her JXA	6-3½x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅜	T
113		311C	2	1125	155	179	13000	4600	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅜	T
114		312	2-2½	1225	155	179	14000	4600	B6.50/20	DB6.50/20	Her JXC	6-3⅜x4¼	Cla 185F	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅜	T
115		351C	2½	1425	155	179	15000	5125	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 200V	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅜	T
116		352	2½-3	1525	155	179	16000	5125	B7.00/20	DB7.00/20	Her JXD	6-4x4¼	Cla 200V	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅜	T
117		412B	3	2140	189	225	17000	6200	B7.50/20	DB7.50/20	Her WXLC	6-4x4¾	Cla R909	U 5	No	Cla B642	SF	R	Opt	Opt	10x3x¼	T
118		512B	4	2440	189	225	18000	6800	B8.25/20	DB8.25/20	Her WXLC3	6-4¼x4¾	Cla R909	U 5	No	Tim 58205H	SF	R	Opt	Opt	10x3x¼	T
119		412DR	4	2440	189	225	18000	6800	B7.50/20	DB7.50/20	Her WXLC3	6-4¼x4¾	Cla R909	U 5	No	Wis 72000	2F	R	Opt	Opt	10x3x¼	T
120		512DR	5	2760	189	225	20000	7400	B8.25/20	DB8.25/20	Her WXLC3	6-4¼x4¾	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	10x3x¼	T

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELEC-TRICAL: Ignition System Make	ELEC-TRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10¾	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14¼	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14¼	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	
4	248	5.0	150	27.3	76–2800	L	C	A	7–2¾	10⅛	FP	No	Zen	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62¾x2½	N
7	339	4.7	225	38.4	78–2400	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62¾x2½	N
8	360	4.7	238	40.3	85–2400	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TX	106	Opt	31½	41x2½	62¾x2½	N
9	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	41x2½	62¾x3	N
10	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93	Opt	31½	41x2½	62¾x3	N
11	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	41x2½	62¾x3	N
12	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93	Opt	31½	41x2½	62¾x3	N
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO4IDV	450	c	2I	88⅜	60¾	34½	40x2½	54x3	½
14	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	c	2I	88⅜	60⅜	34½	40x2½	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	c	2I	88⅜	60⅜	34½	42½x3	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	88⅜	60⅜	34½	42½x3	54x3	½
17	358	5.1	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	88⅜	60⅜	34½	42½x3	54x3	½
18	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	FD	188½	102¼	34½	42x3	53x3	½
19	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	FD	89¾	61¼	34½	42¼x3	53½x4	½
20	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	161⅝	82¼	34½	41 ⅞x3	53½x4	½
21	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO4IDV	660	c	FD	115⅞	71½	34½	41⅝x3	54¾x4	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Own SCH	Ros	O2IMV	502	c	FD	88½	158⅞	34½	42½x3	55x4	½
23	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26450	Ros	BO41Mv	580	c	FD	210	119¼	34½	42¼x3	53½x4	½
24	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	162⅞	102¾	34½	41⅝x3	54¾x4	½
25	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26452	Ros	O4IA	700	c	FD	209½	129	34½	41⅝x3	53½x4	½
26	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	244⅛	127½	34¼	42½x3	54½x4	½
27	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	450	c	2I	134	72¼	34	41¼x3	53x3	½
28	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	176	102¼	34	41⅜x3	53x3	½
29	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	116	71¼	34	41⅜x3	53x3	½
30	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	176	103¼	34	41⅜x3	53x3	½
31	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26452	Ros	B4IMV	637	c	FD	209½	120¼	34½	41⅜x3	53½x4	½
32	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	134	84¼	34	41⅜x3	53½x4	½
33	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	599	c	FD	158	103¼	34	41⅜x3	53½x4	½
34	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26452	Ros	O4IA	700	c	FD	209½	120¼	34¼	41⅜x3	53½x4	½
35	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	599	c	FD	242	120¼	34	41⅜x3	53½x4	½
36	245	5.4	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
37	245	5.4	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
38	282	5	4 188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Str	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x2½	N
39	282	5.4	188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Str	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
40	358	5.1	254	38.4	110–2800	L	G	A	7–2⅞	12½	FP	Wa	Bri	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
41	462	5.0	324	45.9	125–2600	F	G	A	7–3	13¾	FP	Wa	Bri	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
42	215	5.0	142	27.3	72–3000	L	G	A	4–2¾	6¾	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F212	Ros	L4IH	312	G	TX	89	54	34	47x2¼	60x2½	N
43	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
44	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
45	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	458	G	PX	172	105	32	47x2½	60x3	N
46	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	490	G	PX	172	105	32	47x2½	60x3	N
47	298	5.2	194	33.8	86–2800	L	G	A	4–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F318	Ros	L4IH	490	G	PX	170	105	32	47x2½	60x3	N
48	361	5.0	240	44.0	98–2500	L	G	A	7–2⅝	12⅛	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 35120	Ros	Ws4IA	616	G	PX	110	76	34	47x2½	60x3	N
49	500	5.0	330	48.6	110–2200	L	G	A	7–3	12⅝	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 26450	Ros	Ws4IA	616	G	PX	154	103	34	47x2½	60x3	N
50	210	5.1	150	24.3	71–3400	L	C	N	4–2¼	6	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	248	G	TX	102	65	34	40x2½	54x2½	½
51	248	5.1	170	27.3	78–3100	L	C	A	7–2⅝	10	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 30000H	Ros	L4IHV	248	G	TX	114	71	34	40x2½	54x2½	½
52	248	5.1	170	27.3	78–3100	L	C	A	7–2⅝	10	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	TX	126	77	34	40x2½	54x2½	½
53	288	5.1	182	32.6	73–2600	L	C	N	7–2⅝	13	CC	No	Zen	M	AL	AL	P.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	138	83	34	40x2½	54x2½	½
54	288	5.1	182	32.6	73–2600	L	C	N	7–2⅝	13	CC	No	Zen	M	AL	AL	P.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	138	83	34	40x2½	54x2½	½
55	318	5.1	203	36.	80–2500	L	G	N	7–2⅝	13	CC	No	Zen	M	AL	AL	P.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	150	91	34	40x2½	54x2½	½
56	288	5.1	182	32.6	73–2600	L	C	N	7–2⅝	13	CC	No	Zen	M	AL	AL	P.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	150	91	34	40x2½	54x3	½
57	318	5.1	203	36.	80–2500	L	G	N	7–2⅝	13	CC	No	Zen	M	AL	AL	P.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	174	103	34	40x2½	54x3	½
58	361	5.1	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	174	103	34	40x2½	54x3	½
59	361	5.1	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	174	103	34	40x2½	54x3	½
60	214	4.9	142	27.3	72–3200	L	C	A	4–2⅝	6¾	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 30020H	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
61	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
62	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
63	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
64	318	...	202	36.0	80–	L	G	N	7–2⅝	13	CC	No	Zen	M	AL	AL	BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
65	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
66	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
67	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
68	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
69	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
70	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B11	Ros	L4IHV	500	G	CD	168	101	34½	40x2½	54x3	½
71	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B11	Ros	L4IHV	500	G	CD	142	83	34½	40x2½	54x3	½
72	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B11	Ros	L4IHV	500	G	CD	142	83	34½	40x2½	54x3	½
73	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34½	40x2½	54x3	½
74	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34½	40x2½	54x3	½
75	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34¼	40x2½	54x3	½
76	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	AlaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452 A1	Ros	Ws4IA	558	G	CD	108	68	32	40x3	54x3½	½
77	248	4.9	170	27.3	78–3100	L	C	C	7–2⅝	10	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IHV	365	G	CD	141	84	34	37x2¼	54x2½	½
78	361	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
79	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
80	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
81	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34	40x2½	54x3	½
82	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34½	40x2½	54x3	½
83	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34½	40x2½	54x3	½
84	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	192	113	34½	40x2½	54x3	½
85	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	210	125	34¼	40x2½	54x3	½
86	754	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	AlaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	180	112	32	40x3	54x3½	½
87	207	5.6	150	26.3	70–3200	H	G	C	3–2¼	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	.....	36x1¾	54x1¾	N
88	207	5.6	150	26.3	70–3200	H	G	C	3–2¼	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	274	p	4I	86⅜	51½	36	36x1¾	45x2½	N
89	207	5.6	150	26.3	70–3200	H	G	C	3–2½	5	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	274	p	4I	112⅜	77½	36	36x1¾	45x2½	N
90	210	6.2	160	22.5	82–3500	L	G	S	4–2¾	7	PC	No	Car	M	AL	AL	P.BB	Pe	MM	Tim 114F	Ros	L4IH	268	a	TX	120	76	34	38x2¼	50x2½	½
91	280	5.3	183	30.0	93–3500	L	G	S	5–2⅝	8	PC	No	Str	M	AL	AL	P.BB	Pe	MM	Tim 134F	Ros	L4IH	287	a	TX	120	76	34	38x2¼	54x3	½
92	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
93	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
94	383	4.5	310	43.3	95–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
95	383	4.5	300	43.3	95–2500	L	C	C	7–2⅝	11	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
96	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
97	280	5.3	183	30.0	93–3500	L	G	S	5–2⅝	8	PC	No	Str	M	AL	AL	P.BB	Pe	MM	Tim 114F	Ros	L4IHV	268	a	TX	84	54	34	38x2¼	50x2½	½
98	280	6.2	210	30.0	110–3500	L	G	S	5–2⅝	8	PC	No	Str	M	AL	AL	P.BB	Pe	MM	Tim 134F	Ros	L4IHV	287	a	TX	84	54	34	38x2¼	54x3	½
99	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
100	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
101	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
102	228	4.4	142	27.3	59–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	130½	79½	34	40x2½	54x2½	½
103	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	168	108½	34	40x2¼	54x3	½
104	282	4.4	176	33.7	73–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	168	108½	33½	40x2¼	54x3	½
105	339	4.7	234	38.4	94–2800	L	G	C	7–2⅝	13	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	197	118½	33½	42x2½	56x3	½
106	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	197	118½	34	42x2½	56x3	½
107	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	197	118½	34	42x2½	56x3	½
108	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	246	149	33	45x3	60x4	½
109	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IH	254	a	TX	93	51½	34	42x2	50x2½	½
110	263	5.4	164	31.5	68–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IHV	254	a	TX	93	51½	34	42x2	50x2½	½
111	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F

Line Number	Make and Model	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W.B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive & Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	
1	Differential E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	T
2	Dodge Bros. KC	Com'l	365	111	111		1775	B5.25/17	B5.25/17	Own	6–3½x4¾	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x¼	T
3	KCL	Com'l	395	119	119		1805	B5.25/17	B5.25/17	Own	6–3½x4¾	Own	U 3	No	Own	S½	H	4.11	11.5	5½x2¼x¼	T
4	KH15	¾	490	131	161	5500	2600	B6.00/20	P32x6	Own	6–3½x4¾	Own	U 4	Op	Own	SF	H	4.87	31.2	6½x2¼x¼	C
5	KH20	1	490	131	161	6075	2600	B6.00/20	P32x6	Own	6–3½x4¾	Own	U 4	Op	Own	SF	H	4.87	31.2	6½x2¼x¼	C
6	K22	1	870	140	140	7800	3470	B7.00/20	B7.00/20	Own	6–3½x4½	Own	U 5	No	Own	SF	H	5.66	40.0	8½x2¼x¼	C
7	KH-30	1½–2	490	131	161	8500	2660	B6.00/20	P32x6	Own	6–3½x4¾	Own	U 4	Op	Own	SF	H	5.43	34.7	6½x2¼x¼	C
8	KD30	1½–2	515	131	161	8500	2612	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	5.43	34.7	6½x2¼x¼	C
9	K32	1½–2	545	136	161	10500	2885	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2¼x¼	C
10	KD32	1½–3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2¼x¼	C
11	KS32	1½–3	560	136	161	10500	2896	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2¼x¼	C
12	K35	1½–4	870	140	190	12500	3580	B6.50/20	DB6.50/20	Own	6–3¾x4½	Own	U 5	Op	Own	SF	H	6.33	44.8	8½x2¼x¼	C
13	K45	2–4	870	140	190	12500	3675	B7.00/20	DB7.00/20	Own	6–3¾x4½	Own	U 5	Op	Own	SF	H	6.33	44.8	8½x2¼x¼	C
14	F40	2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9½x3¼x¼	C
15	K50	2–5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9½x3¼x¼	C
16	(5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼x¼	C
17	(5) K-71	3–6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼x¼	C
18	G-80	4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8–3½x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10x3¾x¼	C
19	Duplex S		3860	166	Op	18000	6250	B8.25/20	DB8.25/20	Bud K325	6–3¼x4¼	BL 2352	U 5	No	Tim 65200	WF	H	Opt	Opt	7x¼x3¼	C
20	SAC		4800	172	Op	22000	7135	B9.75/20	DB9.75/20	Bud K428	6–4½x4¼	BL 3353	U 5	No	Tim 75733	w/2F	R	Opt	Opt	7x¼x3½	C
21	K		5650	172	Op	27500	7525	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	BL 5351	U 5	No	Tim 76733	w/2F	R	Opt	Opt	8x¼x3½	C
22	Fageol 106BK	1½–2½	1520	161	195	11200	5000	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x	G
23	135HP	2–3	2275	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x	G
24	135BK	2–3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x	T
25	250MK	2½–4	2750	178	196	16300	6775	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	BL 3341	U 4	No	Tim 56200H	BF	H	6.2	39.1	8x3x¼	T
26	250RA	2½–4	2900	178	196	19500	7000	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	BL 3341	U 4	No	Tim 58200H	BF	H	7.4	45.4	8x3x¼	T
27	250	2½–4	2500	178	196	16300	6500	B8.25/20	DB8.25/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 56200H	BF	H	6.2	39.7	8x3x¼	T
28	300HP	3–5	4000	185	200	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 5241	U 4	No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	T
29	300RA	3–5	4275	185	200	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 5241	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
30	(D) 300D	3–5	6000	189	204	20700	8600	B9.00/20	DB9.00/20	Wau 6D100	6–4¾x5½	BL 5341	U 4	No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	T
31	(D) 300RA-D	3–5	6275	189	204	25300	9100	B9.00/20	DB9.00/20	Wau 6D100	6–4¾x5½	BL 5341	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
32	370HP	5–6	5600	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	BL 5341	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x¼	C
33	370SR	5–6	5300	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 68RK	6–4¾x5½	BL 5341	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x¼	C
34	370RA	5–6	5850	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	BL 5341	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x¼	C
35	(D) 370D	5–6	7600	182	200	25300	11050	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120	7½x3½x¼	C
36	(D) 370RA-D	5–6	7850	182	200	31000	11300	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116	7½x3½x¼	C
37	470HP	6–7	6100	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	BL 5341	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x¼	C
38	(D) 470D	6–7	8100	182	200	33500	11450	B9.75/20	DB9.75/20	Wau 6D125	6–4¾x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116	7½x3½x¼	C
39	685RB	8–10	7500	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	BL734	U 4	A 3	Tim 68720W	WF	R	6.54	144.	8½x4x¼	
40	Federal DM		975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3¾x4¼	WG T9	U 4	Op	Cla B374	SF	H	5.67	36.2	6x2¾x¼	D
41	15	1½–2	645	136	168	11000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4¼	WG T9	U 4	Op	Tim 53521H	SF	H	5.66	36.2	8½x2½x¼	T
42	15 Deluxe	1½–2	745	136	168	11000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4¼	WG T9	U 4	Op	Tim 53521H	SF	H	5.66	36.2	8½x2½x¼	T
43	18	2–2½	875	136	181	12000	3800	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	WG T9	U 4	Op	Tim 53303H	SF	H	5.83	37.3	8½x2½x¼	T
44	20	2–3	1025	136	181	13000	3900	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	WG T9	U 4	Op	Tim 53307H	SF	H	5.83	37.3	8½x2½x¼	T
45	25	2½–3½	1275	136	195	14500	4600	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¾	Cla 185	U 4	Op	Tim 54411H	SF	H	5.83	37.0	8½x2½x¼	T
46	30	3–4	2095	175	237	16500	6050	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Cla R114	U 5	Op	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
47	40	4–5	2496	175	237	20000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Cla R908	U 5	Op	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
48	40DR	4–5	2615	175	237	20000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Cla R908	U 5	Op	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
49	T10B	3½–4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	Op	Tim 58200H	SF	R	6.83	44.5	7½x3½x¼	C
50	T10DR-T10W	3½–4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	Op	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x¼	C
51	50	5–6	3075	175	237	24000	7150	B9.00/20	DB9.00/20	Wau 6MZ	6–4¼x4¾	Cla R908	U 5	Op	Tim 75733H	2F	R	7.37	59.9	10x3½x¼	P
52	C7-C7W	6–7½	4710	195	249	29000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	Cla B 710	A 5	Op	Tim 76736H	w/2F	R	7.89	51.3	7½x3½x¼	P
53	C8-C8W	6–7½	5120	195	249	29000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	Cla B 710	A 5	Op	Tim 76736W	w/2F	H	7.89	51.3	7½x3½x¼	P
54	X8DR-X8	7½	4335	162	186	30000	9750	S36x6	840x14	Con B7	4–5x6	Cla B 710	A 5	Op	Tim 68700DP	w/2F	R	11.7	76.0	9½x3½x¼	C
55	X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Wau 6SRK	6–4¾x5½	Cla B 710	A 5	Op	Tim 68702DP	w/2F	R	11.7	76.0	9½x3½x¼	C
♦ 56	Ford 51	1½	500	131	131		3220	66.00/20	P32x6	Own	8–3½x3¾	Own	U 4	No	Own	FS	U	6.6	42.2	7x2¾x½	C
♦ 57	51	1½	525	157	157		3297	B6.00/20	P32x6	Own	8–3½x3¾	Own	U 4	No	Own	FS	U	6.6	42.2	7x2¾x½	C
58	Commercial		360	112	112			B6.00/16	B6.00/16	Own	8–3½x3¾	Own	U 3	No	Own	S¼	U	4.11	11.6	5½x2x.11	C
59	General Mot. T-16	1½–2	620	131	157	10000	3165	P30x5	P32x6	Own 213	6–3½x4½	Own	U4	No	Own	SF	H	5.67	41.0	7x2¾x½	T
60	T-18	2–3	777	140	164	11500	3400	P30x5	P32x6	Own 221	6–3½x4¾	Own	U 4	No	Own	SF	H	5.67	37.3	7½x2¾x¼	T
61	T-23	2½–3½	1115	142	184	13000	4025	B6.50/20	DB6.50/20	Own 221	6–3½x4¾	Own	U 4	Op	Own	SF	H	5.83	38.3	8x3x¼	T
62	T-33	3–4½	1655	142	184	15000	4480	P32x6	DP32x6	Own 257	6–3½x4¾	Own	U 4	Op	Own	SF	H	5.63	35.5	8x3x¼	T
63	T-43	3½–5	1795	142	184	17000	4730	P32x6	DP32x6	Own 257	6–3½x4¾	Own	U 4	Op	Own	SF	H	6.50	40.9	8x3x¼	T
64	T-46	4–5½	2285	145	187	19000	5635	P32x6	DP32x6	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.50	40.2	9x3½x¼	T
65	T-46H	5–6½	2625	145	187	22000	6495	P34x7	DP34x7	Own 381	6–3¾x5	Own	U 4	No	Own	SF	R	6.43	39.7	9x3½x¼	TL
66	T-51	4–5½	2925	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x¼	T
67	T-51W	5–6½	3095	145	193	23000	7810	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x¼	L
68	T-51H	5–6½	3295	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x¼	L
69	T-61	5–6½	4395	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	2F	R	8.64	57.8	9x3½x¼	L
70	T-83	6–8	5185	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9½x3½x¼	L
71	T-10	7–10	6760	145	193	30000	8995	B9.75/20	DB9.75/20	Own 450	6–4½x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9½x3½x¼	L
72	T-84SR	7½	6200	190	190	25000	9750	B10.50/20	DB10.50/20	Own 400	6–4½x5	Own	U 4	No	Own	2F	R	10.2	56.8	9½x3½x¼	
73	(c.o.e.) T-73	3–3½	2995	94	142	15000	6925	P34x7	DP34x7	Own 257	6–3¼x4½	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	C
74	(c.o.e.) T-73H	3½–4½	3150	94	142	18000	7085	P34x7	DP34x7	Own 257	6–3¼x4½	Own	U 5	No	Own	SF	H	6.57	40.4	8x3½x¼	C
75	(c.o.e.) T-74	3½–4½	3695	94	142	18000	7660	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	SF	H	6.57	43.5	8x3½x¼	C
76	(c.o.e.) T-74H	4–5½	4150	94	142	21000	8520	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	2F	H	8.50	56.3	8x3½x¼	L
77	(c.o.e.) T-75	5–6½	5490	106	160	24000	9815	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9½x4x¼	C
78	(T).(c.o.e.) T-75T	10–13	5340	94	94	24000	9310	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9½x4x¼	C
79	(c.o.e.) T-75H	5–7½	5790	106	160	27000	10385	B9.75/20	DB975.20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9½x4x¼	C
80	(c.o.e.) T-78	7–9	6160	106	160	30000	10805	B10.50/22	DB10.50/22	Own 450	6–4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9½x4x¼	C
81	(T).(c.o.e.) T-78T	13–17	5950	94	94	30000	10215	B10.50/22	DB10.50/22	Own 450	6–4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9½x4x¼	C
82	Gramm AX4	1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	T
83	AX6	1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6–3¾x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	T
84	BX4	1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	T
85	BX6	1½–2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6–3¾x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	T
86	BXF	1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 53200H	BF	H	5.6	37.	7x2¾x¼	T
87	B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 48L	6–3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	7x2¼x¼	T
88	BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2¼x¼	T
89	CX4	2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	C n W20	4–4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¼x¼	T
90	CX6	2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6–3¾x4¾	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¼x¼	TF
91	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3¾x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2¼x¼	T
92	CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¼x¼	T
93	CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2¼x¼	T
94	CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¼	BL 554	U 4	No	Tim 54200H	BF	H	5.8	41.6	7x2¼x¼	T
95	DX	2½–4	1795	131	210	16300	4650	B6.50/20	Wau 6BK	Cla R116	6–3¾x4¼	Cla R116	U 4	No	Tim 56200H	BF	H	6.1	43.1	10x2¼x¼	TF
96	D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2¼x¼	T
97	DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4¼x4¼	BL 554	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2¼x¼	T
98	EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3¾x4¾	BL 324	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2¼x¼	T
99	E	3–4½	2595	160	224	20706	5950	B8.25/20	DB8.25/20	Lyc TS	6–3¾x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	TF
100	ED	3–4½	3995	160	224	20706	6100	B8.25/20	DB8.25/20	Cum Die	4–4¼x6	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	TF
101	EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¼	Co Rus	U 4	No	Tim 68200H	BF	H	4.5	29.1	8½x3¾x¼	TF
102	GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4½x4¼	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	TF
103	G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4¼x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2¼x¼	
104	GF	4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	
105	GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.8	41.0	12x2½x¼	
106	GWD	5–7½	6495	157	240	30000	10000	B10.50/20	DB10.50/20	Cum H Die	6–4¾x6	BL 735	U 6	No	Wis 1767KW	2F	H	5.75	21.2	12x2½x¼	
107	HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¾x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¼x3¼x¼	
108	G-P 545	3–4	2400	130	176	18000	5575	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	Fu 5A290	U 5	No	Tim 58200H	SF	R	6.10	87.2	8x3¼x3½	
109	555	4–5	3600	130	Op	20000	6100	B8.25/20	DB8.25/20	Wau 8-110-3	6–4x4¼	Fu 5A380	U 5	No	Tim 58200H	SF	R	7.40	51.8	9x1x4	T
110	565	5–7	4400	136	Op	25000	8465	B9.00/20	DB9.00/20	Wau 6-110-3	6–4x4¼	Fu 5A380	U 5	No	Eat 2622	2F	R	8.50	59.5	10x¼x4	T
111	575	7–10	5400	136	Op	30000	9450	B9.75/20	DB9.75/20	Wau 6-125-4	6–4½x5½	Fu 5A53	U 5	No	Wis 1737	2F	R	9.10	73.4	12x¼x4	
112	Hahn HB4	2	1435	136	177	13000	4500	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 53200H	SF	H	6.6	42.2	6x2½x¼	
113	HB5	2½	1690	137	178	18000	5400	B8.25/20	DP8.25/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 54200H	SF	H	5.8	37.2	6x2½x¼	
114	HB6	3	1900	142	184	20000	6050	B9.00/20	DB9.00/20	Wau 6BK	6–3¾x4¼	Fu 5A290	U 4	No	Tim 56200H	SF	H	5.14	32.9	6x2½x¼	
115	300	3½–6	2940	150	212	22000	6700	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¼	Fu 5A380	U 4	Op	Tim 58200H	SF	H	6.8	48.4	7x3x¼	
116	HD2	4–6	3580	156	218	25000	7600	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¼	Fu 5A380	U 5	Op	Wis 1387BH	2F	H	7.2	51.3	7x3x¼	
117	440	4–6	4850	162	242	26000	8500	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	Fu 5A530	U 5	Op	Wis 1387BH	2F	R	7.2	51.3	8x3x¼	
118	HE2	5–7	5490	156	Op	26000	9100	B10.50/20	DB10.50/20	Wau 6SRK	6–4¾x5½	Fu 5A530	U 5	Op	Wis 1787H	2F	R	8.05	58.2	10x3x¼	
119	70	7–10	6960	175	Op	26000	10700	B10.50/24	DB10.50/24	Wau 6SRK	6–4¾x5½	Fu MHU12-10	U 4	Op	Wis 19027 W	2F	R	6.9	111.	10x3x¼	

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System, Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make	BRAKES: SERVICE: Location	BRAKES: SERVICE: Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	299	4.9	198	33.7	85–2800	L	G	C	4–2⅛	9⅛	PC	Mo	Tll	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L41HV	375	a	FD	120	77¼	34	42x2¼	50x3	½
2	201	5.8	138	23.4	72-3000	L	C	A	4–2⅛	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	111	c	TX	62¼	25⅞	44⅞	36x1½	53½x1½	N
3	201	5.8	138	23.4	72-3000	L	C	A	4–2¼	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	111	c	TX	60⅛	33⅞	44⅞	36x1½	53½x1½	N
4	201	5.8	138	23.4	77-3600	L	C	A	4–2¼	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	176	a	TX	94⅛	46⅞	33⅛	36x1¼	48x2¼	N
5	201	5.8	138	23.4	77-3600	L	C	A	4–2¼	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	176	a	TX	94⅛	46⅞	33⅛	36x1¼	48x2¼	N
6	242	5.4	170	27.3	85-3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	232	a	TX	91⅛	55⅛	34	39x2	48x2¼	N
7	201	5.8	138	23.4	77-3600	L	C	A	4–2¼	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	176	a	TX	94⅛	46⅞	33⅛	36x1¼	48x2¼	N
8	217	5.6	150	25.3	70-3000	L	C	S	4–2½	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	176	a	TX	94⅛	46⅞	33⅛	36x1¼	48x2¼	N
9	217	5.6	150	25.3	70-3000	L	C	S	4–2½	5⅛	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	176	a	TX	85⅛	51⅛	34	36x1¼	48x2¼	N
10	201	5.8	138	23.4	72-3000	L	C	A	4–2¼	5⅛	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	176	a	TX	85⅛	51⅛	34	36x1¼	48x2¼	N
11	242	5.4	170	27.3	85-3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	232	a	TX	91⅛	55⅛	34	39x2	48x2½	½
12	242	5.4	170	27.3	85-3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	232	a	TX	91⅛	55⅛	34	39x2	48x2½	½
13	242	5.4	170	27.3	85-3200	L	C	S	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O41H	232	a	TX	91⅛	55⅛	34	39x2	48x2½	½
14	309	4.7	200	31.5	96-3000	L	G	S	7–2½	11¼	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O41H	348	a	CD	124⅛	69⅛	33⅛	42x3	56½x3½	½
15	309	4.7	200	31.5	96-3000	L	G	S	7–2½	11¼	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O41H	348	a	CD	124⅛	69⅛	33⅛	42x3	56½x3½	½
16	309	4.7	200	31.5	96-3000	L	G	S	7–2½	11¼	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O41H	416	a	CD	149⅛	89¾	34	42x3	56x3½	½
17	309	4.7	200	31.5	96-3000	L	G	S	7–2½	11¼	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O41H	416	a	CD	149⅛	89¾	34	42x3	56x3½	½
18	385	5.0	260	39.2	115-3000	L	G	S	9–2½	13	CC	Mo	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	Ws41A	600	a	CD	99⅛	65⅛	34⅛	42x3	56x3½	¾
19	330	4.5	213	34.8	77–2100	L	G	C	7–3r	11½	FP	No	Str	P	AL	AL	P.BL	Yo	Cle	Shu 5572	Ros	L41HV	399	a	TD	Opt	79	34	38x2½	52x2½	N
20	428	4.5	280	45.9	105–2400	L	G	C	7–3r	11½	FP	No	Str	P	AL	AL	P.BL	Yo	Cle	Shu 5572	Ros	L41HV	504	a	TD	Opt	85	34	38x2½	52x3	½
21	525	4.5	336	48.6	111–2200	L	G	C	7–3	11½	FP	Mo	Str	P	AL	AL	P.BL	Yo	Cle	Shu 687	Ros	L41HV	564	a	TD	Opt	85	34	42x3	52x3½	½
22	282	5.1	190	33.7	82–2800	L	G	A	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L41H	272	G	TX	144	81½	34	37x2½	56x3	N
23	255	5.3	182	27.3	90–3200	F	G	A	4–2⅝	7⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L41H	306	G	TX	144	81½	34	37x2½	56x3	½
24	282	5.1	190	33.7	82–2800	L	G	A	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L41H	306	G	TX	144	81½	34	37x2½	56x3	½
25	282	5.1	190	33.7	82–2800	L	G	A	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L41HV	355	G	TX	167½	97½	34	41x2½	56x3	½
26	381	4.4	240	40.8	82–2200	L	G	A	7–2¼	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33020H	Ros	L41HV	398	G	TX	167½	97½	34	41x2½	56x3	½
27	381	4.4	240	40.8	82–2200	L	G	A	7–2¼	12½	FP	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 33020H	Ros	L41HV	355	G	TX	167½	97½	34	41x2½	56x3	½
28	282	5.1	190	33.7	82–2800	L	G	A	7–2¼	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L41HV	484	G	FD	167½	97½	34	44x2½	60⅝x3½	½
29	358	5.2	254	38.4	110–2800	F	G	A	7–2¼	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L41HV	484	G	FD	167½	97½	34	44x2½	60⅝x3½	½
30	358	5.2	254	38.4	110–2800	F	G	A	7–2¼	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L41HV	398	G	FD	162½	97½	34	41x2½	60⅝x3½	½
31	462	17	275	46.0	100–2200	H	G	A	7–3⅛	13¼	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35020H	Ros	L41HV	484	G	FD	167½	97½	34	44x2½	60⅝x3½	½
32	462	17	275	46.0	100–2200	H	G	A	7–3⅛	13¼	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
33	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
34	517	4.5	340	51.3	108–2000	L	G	A	7–3	13⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
35	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV	663	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
36	585	17	350	54.1	125–2200	H	G	A	7–3⅛	13⅛	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV	484	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
37	585	17	350	54.1	125–2200	H	G	A	7–3⅛	13⅛	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV	663	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
38	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L41HV	717	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
39	585	17	350	54.1	125–2200	H	G	A	7–3½	13⅝	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 26450 H	Ros	L41HV	717	G	FD	172⅛	101⅝	33½	41x3	60⅝x3½	½
40	377	4.4	440	60.0	125–1800	L	G	A	4–3½	11½	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27050Tw	Ros	W41A	757	G	FD	138	86	34	42½x3	94½x4	½
41	200	4.7	126	24.0	50–2700	L	C	A	3–2½	5⅛	CC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX			34	38½x2¼	50x2½	N
42	228	5.0	149	27.3	64–2600	L	G	C	7–2½	10⅜	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 30000H	Ge	L41H	223	a	TX	101	56¾	34	38x2½	50x2½	N
43	228	5.0	149	27.3	64–2600	L	G	C	7–2½	10⅜	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 30000H	Ge	L41H	223	a	TX	101	56¾	34	38x2½	50x2½	N
44	263	5.4	164	31.3	68–2600	L	G	A	7–2½	10⅜	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 30000H	Ge	L41H	223	a	TX	101	56¾	34	38x2½	50x2½	½
45	263	5.4	164	31.3	68–2600	L	G	A	7–2½	10⅜	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 31000H	Ge	L41HV	308	a	TX	101	56¾	34	38x2½	50x2½	½
46	282	5.4	176	33.7	73–2600	L	G	A	7–2½	10⅜	PC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 31000H	Ge	L41HV	336	a	TX	101	56¾	34	38x2½	50x3	½
47	315	5.0	200	33.8	73–2500	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L41HV	336	a	FD	115	82	34	42x2½	52x3	½
48	381	4.8	240	40.8	85–2400	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L41HV	379	a	FD	115	82	34	42x2½	52x3	½
49	381	4.8	240	40.8	85–2400	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L41HV	379	a	FD	115	82	34	42x2½	52x3	½
50	339	4.2	212	38.4	80–2200	H	C	C	7–2¾	13⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L41HV	379	a	TI	117	79	34	42x2½	54x3	½
51	339	4.2	212	38.4	80–2200	H	C	C	7–2¾	13⅞	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L41HV	379	a	TI	117	79	34	42x2½	54x3	½
52	404	6.0	274	42.5	90–2400	L	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 35000H	Ros	L41HV	465	a	FD	115	82	34	42x2½	54x3	½
53	517	4.6	330	51.3	110–2200	L	G	A	7–3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L41HV	486	a	TD	162	102	34	42x3	56x3½	½
54	517	4.6	330	51.3	110–2200	L	G	A	7–3	13⅛	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W41A	613	a	TD	162	102	34	42x3	56x3½	½
55	471	3.7	288	40.0	61–1350	L	G	C	3–2⅝	10¾	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
56	517	4.6	330	51.3	110–2200	L	G	A	7–3	13¼	FP	Wa	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
57	221	5.3	138	30.0	80–3800	L	G	A	3–2	5⅛	CC	Opt	Str	P	Ow	Ow	Own	Ow	Own	Own	Own	O41M	350	a	2I	101⅞	57¾	38	36⅞x2¼	60x2¼	O
58	221	5.3	138	30.0	80–3800	L	G	A	3–2	5⅛	CC	Opt	Str	P	Ow	Ow	Own	Ow	Own	Own	Own	O41M	350	a	2I	126⅜	83¼	38	36⅞x2¼	50x2½	O
59	221	5.3	138	30.0	80–3800	L	G	A	3–2	5⅛	CC	Opt	Str	P	Ow	Ow	Own	Ow	Own	Own	Own	O41M	186	a	4I	67¾	38¼	44	40¼x2	46½x2½	N
60	213	6.0	152	26.3	84–3500	L	C	B	4–2⅜r	6⅜	FP	Opt	Zen	M	DR	DR	P.Ow	Hr	Spi	Own		Jac	L4IH	253	C	2I	86⅛	51½	36	36x1¼	45x2½	O
61	221	5.1	161	24.3	77–3200	H	G	B	4–2⅜	7⅛	PC	Opt	Zen	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	L4IH	267	C	TX	106⅛	60	36	36x1¼	45x2½	½
62	221	5.1	161	24.3	77–3200	H	G	B	4–2⅜	7⅛	PC	Opt	Zen	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	L4IH	296	Ca	TX	107	60	34	38x2	50x2½	½
63	257	5.1	190	28.3	80–2500	H	G	B	4–2⅜	7⅛	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own		Jac	L41HV	328	a	TX	107	60	34	38x2½	50x3	½
64	257	5.1	190	28.3	80–2500	H	G	B	4–2⅜	7⅛	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own		Jac	L41HV	370	a	TX	107	60	34	38x2½	50x3	½
65	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own		Jac	L41HV	413	a	TX	107	60	34⅛	40x3	50x3	½
66	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Own		Jac	L41HV	502	a	TX	107	60	34⅛	40x3	54x3	½
67	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	449	a	TX	125	72	34⅛	40x3	50x3	½
68	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	586	a	TX	125	72	34⅛	40x3	54x3	½
69	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	B41MV	586	a	TX	125	72	34⅛	40x3	54x3	½
70	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Zen	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	Ws41A	615	a	TX	125	72	34⅛	50x3½	54x3	½
71	450	4.7	340	46.7	120–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	W41A	615	a	TX	125	72	34⅛	50x3½	54x3	½
72	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	615	a	TX	215	117	34⅛	50x3½	54x3	½
73	257	5.1	185	28.3	76–2500	H	G	B	4–2⅜	7⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	379	a	TX	125	72	34	50x3	50x3	½
74	257	5.1	185	28.3	76–2500	H	G	B	4–2⅜	7⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	449	a	TX	112	72	34	50x3	50x3	½
75	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	449	a	TX	119	72	34	50x3	50x3	½
76	331	4.7	230	33.7	94–2500	H	G	A	4–2½	8⅛	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own		Jac	B41MV	542	a	TX	119	72	34	50x3	54x3	½
77	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	B41MV	542	a	TX	119	84	34½	50x3½	54x3	½
78	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	B41MV	542	a	TX	107	72	34½	50x3	54x3	½
79	400	4.7	296	40.9	110–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	W41A	615	a	TX	119	84	34½	50x3½	54x3	½
80	450	4.7	340	46.7	120–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	Ws41A	615	a	TX	119	84	34½	50x3½	54x3	½
81	450	4.7	340	46.7	120–2300	H	G	A	4–2.7	8⅛	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own		Jac	W41A	615	a	TX	107	72	34½	50x3	54x3	½
82	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅛	FP	No	Tll	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¼	51¾	34	36x2¼	45x2½	40
83	214	5.3	142	27.4	71–3200	L	C	A	4–2⅜	6⅜	FP	No	Tll	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¼	51½	34	36x2¼	45x2½	40
84	200	4.7	121	24.0	50–2800	L	C	A	3–2⅛	5⅛	PC	No	Tll	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¼	51½	34	36x2¼	45x2½	½
85	214	5.3	142	27.3	71–3200	L	C	A	4–2⅜	6⅜	PC	No	Tll	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¼	51½	34	36x2¼	46x2½	½
86	299	4.9	198	33.7	85–2800	L	G	C	4–2⅜	9⅛	PC	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¼	51½	34	36x2¼	45x2½	½
87	224	4.7	146	25.3	61–2900	L	G	C	4–2⅜	8⅛	PC	Mo	Zen	V	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
88	299	4.9	198	33.7	85–2800	L	G	C	4–2⅜	9⅛	PC	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
89	227	4.7	142	27.2	55–2400	L	G	C	3–2½	5⅜	PC	Mo	Tll	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	260	p	TD	81	51⅜	34	36x2¼	45x2½	½
90	248	5.0	160	27.3	70–3000	L	C	C	7–2½	10	FP	Mo	Tll	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	260	p	TD	81	51⅜	34	36x2¼	45x2½	½
91	278	4.7	182	31.5	85–3300	L	G	A	4–2⅜	9⅛	PC	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	120	77¼	34	42x2¼	56x3	½
92	282	5.4	176	33.7	73–3200	L	G	C	7–2½	10¼	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	P	FD	81	51⅜	34	36x2¼	45x2½	½
93	299	4.9	198	33.7	85–2800	L	G	C	4–2⅜	9⅛	PC	No	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
94	380	4.7	238	40.8	88–2400	H	G	C	7–2¾	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
95	299	4.9	190	33.7	85–3200	L	G	C	7–2½	10¼	FP	Mo	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 33000H	Ros	L4IH	330	a	TD	81	51⅜	34	36x2¼	45x2½	½
96	299	4.9	198	33.7	85–2800	L	G	C	4–2⅜	9⅛	PC	Mo	Tll	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
97	428	4.6	268	45.9	100–2200	H	G	C	7–2⅜	13⅛	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
98	318	4.5	203	36.	80–2700	L	G	C	7–2⅜	12⅜	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
99	353	4.8	245	36.2	98–2700	L	G	C	4–2¾	10	PC	Mo	Tll	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L41HV	375	a	FD	127	74¾	34	42x2¼	56x3	½
100	448	17	280	38.0	83–1800	H	G	N	5–3¼	12	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L41HV	375	a	FD	127	74¾	34	42x2¼	56x3	½
101	380	4.7	238	40.8	88–2400	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L41HV	375	a	FD	155	90	41¼	44x2½	60x3	½
102	428	4.6	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L41HV	375	a	FD	176⅛	119⅛	41½	44x2½	60x3	½
103	428	4.6	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L41HV	466	a	FD	98	67	34	42x2½	52x3	½
104	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L41HV	466	a	FD	98	67	34	42x2½	52x3	½
105	672	17	440	57.0	125–1800	H	G	N	7–3¼	16⅛	FP	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	W41A	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
106	428	4.1	268	45.9	100–2200	H	C	C	7–2¾	13⅛	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	W41A	576	a	FD	128⅛	73⅞	36	46x3	58x3½	½
107	611	4.1	382	54.1	127–2300	L	G	A	7–3	13⅛	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	W41A	576	a	FD	198⅛	141½	41¼	44x3	60x4	½
108	282	6.7	180	33.8	85–3200	L	G	C	7–2¾	10¼	PC	No	Zen	M	My	AL	P.BB	Ow	Spi	Tim 31000H	Ros	L41HV	364	A	TX	Opt	58	31	40x2½	54x3	½
109	358	5.2	254	38.4	110–2800	F	G	C	7–2¼	12½	PC	Wa	Zen	M	My	AL	P.BB	Ow	Spi	Tim 33000H	Ros	L41HV	420	A	TD	Opt	68	34	40x2½	54x3	½
110	358	5.2	254	38.4	110–2800	F	G	C	7–2¼	12½	PC	Wa	Zen	M	My	AL	P.B

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive&Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
† 1	Hendrickson	15S 2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6-3⅝x4¼	Fu 5A38	U 5	No	Tim 56200H	SF	R	Opt	Opt	8x3x⅜	C
2		15SA 2½	1760	99	210	15000	4800	B8.25/20	DB8.25/20	Wau 6BK	6-3¾x4¼	Cla R116	U 5	No	Cla B613	BF	H	Opt	Opt	8x3x⅜	C
3		19S 3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Tim 58200H	SF	R	Opt	Opt	8x3x⅜	C
4		24S 4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x⅜	C
5		32S 5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6-4½x5½	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x⅜	C P P
6	Hug	12D 1½	1455	118	124	12000	4550	B7.50/20	DB7.50/20	Wau 6BL	6-3½x4¼	Fu 5B290	U 5	No	B642	SF	H	5.50	43.7	8x3x¼	T
† 7		15A 1¾–2½	985	136	156	10500	3750	B5.50/20	DB5.50/20	Wau 6BL	6-3½x4¼	Cla B312	U 4	No	Cla B377	SF	H	6.37	41.8	8x2½x⅜	T
† 8		15D 1¾–2½	1025	118	130	11500	3750	B5.50/20	DB5.50/20	Wau 6BL	6-3½x4¼	Cla B312	U 4	No	Cla B470	SF	H	6.37	41.8	8x2½x⅜	T
9		15T 1¾–2½	1025	130	150	20000	3750	B5.50/20	DB5.50/20	Wau 6BL	6-3¾x4¼	Cla B312	U 4	No	Cla B470	SF	H	6.37	41.8	8x2½x⅜	T
† 10		19A 2½–5	1375	136	156	18000	4578	B7.00/20	DB7.00/20	Wau 6BK	6-3¾x4¼	Fu 5B290	U 5	No	Cla B611	SF	H	4.90	39.0	8x3x¼	T
† 11		19D 2½–3	1465	118	130	14500	4578	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	Fu 5B290	U 5	No	Cla B642	SF	H	5.50	43.7	8x3x¼	T
12		19T 2½–5	1465	130	150	26000	4578	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	Fu 5B290	U 5	No	Cla B642	SF	H	5.50	43.7	8x3x¼	T
13		23S 2½	2320	146	201	16400	6400	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B642	SF	H	6.42	40.8	8x3x¼	T
† 14		23A 2½–5	1785	153	188	19000	5120	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	Fu 5B290	U 5	No	Cla B611	SF	H	5.03	39.0	8x3x¼	T
† 15		23T 2½–5	1835	130	150	28000	5120	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	Fu 5B290	U 5	No	Cla B642	SF	H	5.66	43.8	8x3x¼	T
16		41S 3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6-4½x4¾	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	5.95	19.	8x3x¼	T T
17		42A 3–6	2350	160	195	22000	6800	B9.00/20	DB9.00/20	Bud K369	6-4¼x4¾	Fu 5A380	U 5	No	Cla B805	SF	H	5.63	50.1	8x3x¼	T
18		42T 3–6	2615	137	160	32000	7000	B9.00/20	DB9.00/20	Bud K369	6-4¼x4¾	Fu 5A380	U 5	No	Wis 72000L	2F	H	5.71	50.8	8x3x¼	T
19		43A 4–8	3250	160	195	26000	7050	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu 5A530	U 5	No	Wis 72000L	2F	H	5.77	51.2	8x3x¼	T
20		43T 4–8	3425	137	160	38000	7350	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu 5A530	U 5	No	Wis 1337BH	2F	H	5.97	53.0	8x3x¼	T
† 21		70 3	3495	122	122	18000	7370	B9.00/20	DB9.00/20	Bud K369	6-4¼x4¾	Fu 5A380	U 5	No	Wis 72000Q	2F	H	6.59	58.8	7x3½x¼	T T
† 22		87K 3½	4360	128	128	23000	8156	B9.75/20	DB9.75/20	Bud K428	6-4½x4¾	Fu MHOG	A 8	No	Wis 1337BQ	2F	H	6.44	75.8	7x3¾x⅛	T I
† 23		87Q 5	4985	144	144	28200	8300	B10.50/20	DB10.50/20	Bud K428	6-4½x4¾	Fu 5A530	U 5	A 2	Wis 1737BQ	2F	H	7.27	134.	8x4x⅛	T I
24		43L 5	4525	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu 5A530	U 5	No	Wis 1737KW	2F	H	5.07	45.0	8x3x¼	T I
25		97L 7½	5925	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5A530	U 5	A 2	Wis 19027	2F	H	8.84	163.	8x4x¼	T I
26	Indiana	85 1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7⅛x2¼x⅛	T T
27		86 1½	695	131	167	12000	3650	B6.00/20	DB6.00/20	Her JXB	6-3½x4¼	WG T9	U 4	No	Spi 100	SF	H	5.63	36.0	7½x2¼x⅛	T T
28		95 2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7⅛x2¼x⅛	T T
29		95DR 2½	1525	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 2353	U 4	Op	Wis 5000L	2F	H	6.66	41.2	7⅛x2½x⅛	T T
30		17A 3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T T
31		17ADR 3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 72000L	2F	R	7.06	44.5	8x3x¼	T T
32		17 3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4¼x4¾	BL 3341	U 4	Op	Tim 58205H	SF	R	6.14	38.7	8½x3x⅜	T T
33		17DR 3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4¼x4¾	BL 3341	U 4	Op	Wis 72000L	2F	R	6.28	38.6	8½x3x⅜	T T
34		19DR 3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4¼x4¾	BL 5241	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x⅜	T T
35		43DR 4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x⅜	T T
36		45DR 5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4¾x5¼	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x⅜	T T
37		47DR 5–7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDIe.	6-4¾x6	BL 7351	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x⅜	T T
† 38	International	C1 ¼	400	113	125	4400	2220	B5.25/18	B5.25/18	Own HD	6-3⅛x4¼	Own HDS	U 3	No	Own HDR-55	SF	H	4.18	12.8	5¾x2¼x⅛	
† 39		M2 1	850	118	118	7100	3215	B6.50/20	B6.50/20	Wau XAH	4-3⅝x4½	Own H4A	U 4	No	Own 713	SF	H	6.17	39.5	6x2¾x⅛	T T
† 40		(8)A2 1½	575	136	160	8000	2930	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H4A	U 4	No	Own 708	SF	H	5.29	33.8	5¾x2¾x⅛	T T
† 41		B3 1½	695	136	175	10100	3530	P30x5	P32x6	Own FAB-2	6-3⅛x4	Own H4A	U 4	No	Own 720	SF	H	6.17	39.5	7x2¾x⅛	T T
† 42		C20 1½	585	133	157	8300	3089	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H4A	U 4	No	Own 708	SF	H	6.17	39.5	7x2¾x⅛	T T
† 43		C-30 1½	650	133	157	10125	3210	P30x5	P32x6	Own HD-3	6-3⅛x4½	Own H4A	U 4	No	Own 720	SF	H	6.17	39.5	7x2¾x⅛	T T
† 44		C35 1½–2	795	136	175	10400	3629	P30x5	P32x6	Own FAB3	6-3⅛x4	Own H4A	U 4	Op	Own 720	SF	H	6.17	39.5	7x2¾x⅛	T T
† 45		B4 2	1045	145	185	13000	4230	B6 50/20	DB6.50/20	Own FAB-3	6-3⅛x4	Own H4A	U 4	No	Own 750	SF	H	6.50	41.6	8x3¼x⅛	T T
† 46		A4 2	1625	145	185	16500	5706	P32x6	DP32x6	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 902	SF	H	6.50	47.8	7x3¼x⅛	T T
† 47		C40 2–3	1145	145	185	13000	4386	B6.50/20	DB6.50/20	Own FAB3	6-3⅛x4	Own F5	U 5	Op	Own 750	SF	H	6.5	48.9	8x3¼x⅛	T T
† 48		A5 3	2100	140	210	19100	6238	P34x7	DP34x7	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 1002	SF	H	7.16	52.6	8x3¾x⅛	T T
† 49		A6 3	2450	140	210	21600	6526	P34x7	DP34x7	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 2612	2F	H	8.50	62.5	8½x3¾x⅛	T T
† 50		C50 3–4	1795	145	185	16100	5550	P32x6	DP32x6	Own FBB	6-3⅝x4½	Own H5	U 5	Op	Own 904	SF	H	6.5	47.8	8x3¾x⅛	T T
† 51		W2 3½	3300	130	200	24000	8250	P36x8	DP36x8	HS 151	4-4½x5½	Own H6	U 5	Op	Own 1200	2F	H	8.40	74.	7x3x⅛	T B
† 52		C55 3½–4½	2450	140	210	21500	6606	P34x7	DP34x7	Own FBB3	6-3¾x4½	Own H5	U 5	Op	Own 1005	SF	H	7.2	52.9	8½x3¼x⅛	T T
† 53		C60 4–5	2575	140	210	21500	6685	P34x7	DP34x7	Own FBB3	6-3¾x4½	Own H5	U 5	Op	Own 1154	2F	H	8.5	62.5	8½x3¾x⅛	T T
† 54		A7 5–7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3½x⅜	T T
† 55		A8 7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3½x⅜	T T
56	Kenworth	87 1½–2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 234	U 4	...	Tim 53200H	SF	H	5.14	33.1	8x3x¼	T
57		88 2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
58		101B 2–2½	2050	146	200	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
59		89 2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
60		127 2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Tim 56200H	SF	H	6.16	40.7	8x3x¼	T
61		90 3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
62		146B 3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 3341	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x3x¼	T
63		D-146–B 3–4	5770	158	206	19500	7500	B9.00/20	DB9.00/20	Bud D6-415	6-4x5½	BL 5341	U 4	Op	Tim58206H	FS	H	6.83	43.8	8x3x¼	T
64		D-146–C 3–4	6250	158	206	19500	7600	B9.00/20	DB9.00/20	Cum HA–4	4-4½x6	BL 5341	U 4	Op	Tim58206TW	SF	H	6.83	43.8	8x3x¼	T
65		166B 3½–4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 3341	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
66		166A 3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 3341	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼	T
67		186 4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 5341	U 4	A 3	Tim 75720H	2F	H	7.33	105.	7x9x3x¼	T
68		241 5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 7341	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
69		241A 5–7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 7341	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅜	C
70		241C 5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 7341	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅜	C
71	Kleiber	80 1½–2½	1900	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3⅝x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5½x3¼x¼	C T
72		100 2–3½	2100	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3½x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x¼	C T
73		120 2½–4½	2900	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 3241	U 4	No	Tim 56200H	BF	H	6.17	33.7	7½x3¼x¼	C T
74		140 3–5½	3500	180	190	20700	6500	B9.00/20	DB8.25/20	Con 18R	6-4¼x5½	BL 3241	U 4	No	Tim 58200H	BF	H	6.83	43.4	7½x3¼x¼	C C
75		210 4–6	4875	190	200	22000	7600	B9.75/20	DB9.00/20	Con 21R	6-4¼x5½	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x¼	C C
76		KDB–6 4	5750	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Die.	4-4½x6	BL 5351	U 4	No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x¼	C C
77		KD6 6	9200	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDie	6-4½x6	BL 714	U 4	A 4	Eat 65041W	2F	R	5.5	91.0	8½x3½x⅜	C
78	La France Rep.	C2 2	***	162	190	11500	3960	B6.50/20	DB6.50/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	6.6	42.2	5½x2x⅜	C
79		D3 2½–3	***	162	189	13400	4660	B7.00/20	DB7.00/20	Wau 6BK	6-3¾x4¼	Own	U 4	No	Tim 54300H	SF	R	6.8	44.2	7x3x¼	P
80		E3 3–4	***	162	190	17000	5410	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	Own	U 4	No	Tim 56200H	SF	R	8.16	47.0	7x3x¼	P
81		F3 3½–4½	***	174	235	21000	6990	B8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	Own	U 5	No	Tim 58205H	SF	R	7.8	54.6	8x3x¼	P
82		H5 4–5	***	176	206	22000	7740	B9.00/20	DB9.00/20	Wau 6MZ	6-4¼x4¾	Own	U 5	No	Wis 72000L	2F	R	8.4	58.8	8x3x¼	P
83		M3 6–7	***	191	235	30000	8690	B9.75/20	DB9.75/20	Wau 6SCL	6-4¾x5½	Own	U 4	Op	Tim 76733H	2F	R	9.2	61.3	9x3½x⅜	P
84	Le Moon	206 2	975	140	178	13200	3600	B6.50/20	B6.50/20	Wau 6BL	6-3½x4¼	WG T9	U 4	No	Tim 53300H	SF	H	Opt	Opt	6x3x⅜	TFC
85		306 2½–3½	1085	163	190	15000	4200	B6.50/20	DB6.50/20	Wau 6BL	6-3½x4¼	WG T9	U 4	No	Tim 54410H	SF	H	Opt	Opt	6½x3¼x¼	TFC
86		406 3–4	1900	163	190	17000	5000	B7.50/20	DB7.50/20	Wau 6BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200H	SF	H	7.40	47.4	6½x3¾x41	P
87		506 4–5	2350	163	190	19500	6000	B8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	BL 3341	U 4	No	Tim 58200H	SF	H	6.14	38.7	9x4x¼	TFC
88		508 4–5	2500	163	190	19500	6000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 3341	U 4	No	Tim 58200H	SF	H	6.14	38.7	9x4x¼	TFC
89		610 5–6	3250	163	190	24000	7000	B9.00/20	DB9.00/20	Wau 6-125	6-4¾x5½	BL 5351	U 5	No	Tim 65720H	WF	H	Opt	Opt	9x4x¼	C
90		(c.o.e.) 1100 Tractor	6500	94	145	.....	9300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 7341	U 4	No	Tim 66725W	WF	H	Opt	Opt	9x4x¼	C
91	Mack	BL 1–2	2500	138	192	.....	4300	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x⅜	T
92		BG 1½–3	3000	138	192	.....	5200	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅜	T
93		BF 2–3½	3750	156	216	.....	6700	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own BG	SF	H	6.12	29.7	7⅞x3x⅜	T
94		BF 2½–4	4000	156	216	.....	7000	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7⅞x3x⅜	T
95		AB 3–5	4000	156	210	.....	6900	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8½x3x¼	T
96		AB 3–5	4200	156	210	.....	7700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.8	8½x3x¼	T
97		BM 3–5	4700	157	211	.....	7900	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 5	No	Own AB	2F	H	5.05	49.4	8½x3x¼	T
98		(c.o.e.-15) CH 3½–5½	5200	132	186	.....	8500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own AB	2F	H	7.01	49.4	8½x3x¼	T
99		BX 4–6	5750	171	225	.....	9400	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 5	No	Own BX	CD	R	5.67	55.2	9½x3x¼	T
100		BX 4–6	5600	171	225	.....	9300	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 5	No	Own AB	2F	H	5.05	49.4	9½x3x¼	T
101		(c.o.e.-15) CJ 4½–7	6100	132	186	.....	9700	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
102		BQ 6–8	6800	176	230	.....	10800	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3x¼	T
103		AK 5–7½	5250	162	228	.....	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	7.43	47.7	8¾x3x⅜	T
104		AK 6–8	6450	174	240	.....	10900	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AK	A 4	No	Own AK	2F	H	7.43	47.7	8¾x3x⅜	T
105		BX-S 7½	6250	207	225	.....	10000	B9.75/24	DB9.75/24	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
106		AC 7–9	5750	174	228	.....	12000	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	9.69	62.2	8¾x3x⅜	T
107		AC 7–9	6800	174	240	.....	12700	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¾	Own AC	J 4	No	Own AC	CD	R	8.4	53.9	8¾x3x⅜	T
108		AP 7½–10	8500	191	216	.....	13000	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8¾x3x⅜	T
109	Menominee	A-15 1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3¼x4¾	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.7	5¼x3¼x¼	C
110		DX-6 2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¼x⅜	
111		DN-6 3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4½x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x⅜	
112		A30 3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4½x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90.	8x3x¼	
113		N-6 3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2½x¼	
114		JX-6 5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4¾x5½	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2¾x¼	
115		6W-8 8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4¾x5½	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2¾x¼	
116	Moreland	R12H 2	1515	155	179	11500	4200	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53300	SF	H	5.66	35.	7⅛x2⅝x⅜	T
117		(17) R13H 2½	1635	155	179	13500	4700	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300	SF	H	5.83	36.	7⅛x2⅝x⅜	T
118		R16H 3½	1800	155	179	16000	5300	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200	SF	H	6.17	38.	7⅛x2⅝x⅜	T
119		(Cont.) E16H 4	2925	179	210	16500	6000	B8.25/20	DB8.25/20	Her WXC3	6-4½x4½	BL 3241	U 4	No	Tim 56200	SF	H	6.17	43.	9⅛x3½x⅜	T

†—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	255	4.6	182	27.3	90–3200	F	G	C	4–2⅝	6½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000H	Ros	L4IHV	306	p	TD	Opt	Opt	34	40½x3½	50½x3	½
2	282	5.1	180	33.8	85–3200	L	G	C	7–2⅝	10¼	CC	Wa	Str	M	DR	DR	P.BB	Ch	MM	Cla F320	Ros	L41H	350	a	2T	113	81	34	40½x3½	50½x3	½
3	358	4.6	254	38.4	110–2800	F	G	C	7–2¾	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	500	a	TD	Opt	Opt	34	40½x3½	50½x3	½
4	358	4.6	254	38.4	110–2800	F	G	C	7–2¾	12¼	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	½
5	462	4.6	324	45.9	125–2600	F	G	C	7–3	13⅛	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	½
6	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	387	C	T	79	51¼	31½	34x2½	48x3	½
7	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	244	G	T	108¼	69¼	31½	34x2½	48x3	½
8	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	272	G	T	79	51¼	31½	34x2½	48x3	½
9	245	5.4	162	29.4	72–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	272	G	T	89	61	31½	34x2½	48x3	½
10	282	5.4	188	33.8	85–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	311	G	T	108¼	69¼	31½	34x2½	48x3	½
11	282	5.4	188	33.8	85–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	342	G	T	79	51¼	31½	34x2½	48x3	½
12	282	5.4	188	33.8	85–3000	L	G	C	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IH	342	G	T	89	61	31½	34x2½	48x3	½
13	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	348	p	CD	81	61	31½	41x2½	54¾x3	½
14	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	FP	No	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	348	G	CD	133	85	31½	34x2½	48x3	½
15	298	5.3	200	33.7	80–2800	L	C	C	7–3	9⅞	FP	No	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	348	G	CD	89	61	31½	34x2½	48x3	½
16	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	p G	CD	115	72½	31½	41¼x2½	54¼x3	½
17	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Yo	Blo	Cla F318	Ros	L4IH	380	G	CD	133	85	31½	41x2½	54¼x3	½
18	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Yo	Blo	Cla F318	Ros	L4IH	380	G	CD	90	62	31½	41x2½	54¼x3	½
19	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632	Ros	L4IH	532	p G	CD	133	85	31½	41¼x2½	48x3	½
20	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	No	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632	Ros	L4IH	620	p G	CD	90	62	31½	41¼x2½	48x3	½
21	369	4.8	234	39.6	99–2800	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34½	41¼x2½	48x3	½
22	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34	41¼x2½	48x3	½
23	428	4.8	280	45.9	107–2600	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41½x2½	48x3	½
24	525	4.8	336	48.6	111–2200	L	G	B	7–3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	41A	556	p G	CD	96½	64	31½	41¼x2½	48x3	½
25	525	4.8	336	48.6	111–2200	L	G	B	7–3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41½x2½	48x3	½
26	228	4.7	142	27.3	59–2800	L	G	C	7–2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
27	263	5.4	142	31.5	68–2800	L	G	C	7–2½	10¼	PC	Op	Zen	M	AL	AL	Lo.P	Yo	Spi	Spi 90	Ros	L4IH	254	. . .	TX	83½	51⅝	34	40x2	50x2½	N
28	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020H	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	N
29	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020H	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
30	339	4.7	210	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69⅛	34	39½x2½	54x3	½
31	339	4.7	210	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69⅛	34	39½x2½	54x3	½
32	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
33	428	4.4	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
34	428	4.4	283	45.9	94–2200	I	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
35	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
36	529	4.9	350	51.3	115–2200	I	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
37	762	17.	420	57.0	125–1800	H	G	N	7–3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
38	213	5.7	151	26.3	79–3400	L	C	C	4–2⅝	6¼	CC	Op	Zen	M	DR	DR	P.Ow	Mo	MM	Own HDF-51	Ros	B4IM	156	P	4I	55¼	29¼	43¼	36½x1¾	51x1¾	N
39	186	4.6	124	21.	42–2400	L	G	C	3–2	6⅞	FP	Op	Zen	V	DR	DR	dp Lo	Mo	MM	Own 101	Ros	B4IM	217	e	TX	. . .	32½	40x2	46x2½	½
40	186	4.6	125	21.	42–2500	L	G	C	3–2	6⅞	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	e	2I	93⅜	53⅜	32	40x2	46x2½	O
41	207	5.5	144	26.3	73–3400	H	G	C	4–2⅝	5¼	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	271	e	2I	93⅜	53⅜	32	40x2	46x2½	½
42	186	4.6	124	21.	42–2400	L	G	C	3–2	6⅞	FP	Op	Zen	V	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	e	2I	94⅜	52⅜	32	40x2	46x2½	O
43	213	5.7	151	26.3	79–3400	L	C	C	4–2⅝	6¼	CC	Op	Zen	M	DR	DR	P.Ow	Mo	MM	Own 103	Ros	B4IM	278	e	2I	94⅜	52⅜	32	40x2	46x2½	O
44	223	5.4	160	28.3	78–3400	H	G	C	4–2⅝	5¼	FP	Op	Zen	M	DR	DR	P.Ro	Mo	MM	Own 108	Ros	B4IM	278	e	2I	94⅜	52⅜	32	40x2	46x2½	½
45	223	5.4	160	28.3	78–3400	H	G	C	4–2⅝	5¼	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	291	e	TX	102⅝	62⅜	34	40x2	54x3	½
46	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12¼	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	353	e	TX	104	61⅛	34½	42x3	54x3	½
47	223	5.4	160	28.3	78–3400	H	G	C	4–2⅝	5¼	FP	Op	Zen	M	DR	DR	P.Ro	Mo	MM	Own 108	Ros	B4IM	304	e	TX	101⅜	61⅜	34	40x2	54x3	½
48	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12¼	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	e	TX	99	56½	34½	42x3	56x3	½
49	279	4.7	191	31.6	83–2900	H	G	C	7–2½	12¼	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	e	TX	99	56½	34¼	42x3	56x3	½
50	279	4.7	191	31.5	83–2900	H	G	C	7–2½	12¼	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	377	e	TX	102¼	59¾	34½	42x3	54x3	½
51	312	4.0	201	32.4	63–2200	H	G	A	3–2¾	8¼	CC	HS	Zen	V	DR	DR	P.Ow	Mo	Own	Own 400	Own	B04IM	714	e	2I	88½	55¼	34	41½x3	56x3½	¼
52	298	5.7	214	33.7	90–2800	H	G	A	7–2½	13	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	477	e	TX	97¼	54¾	34¼	42x3	56x3	½
53	298	5.7	214	33.7	90–2800	H	G	A	7–2½	13	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	477	e	TX	97¼	54¾	34¼	42x3	56x3	½
54	525	4.5	358	48.6	123–2200	H	G	C	7–3¼	17¼	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	B04IMV	720	e	TD	106	72	34	48x3	56x3	½
55	648	4.4	460	60.	140–2100	H	G	C	7–3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	B04IMV	720	e	TD	106	72	34	48x3	56x3	½
56	263	4.7	163	31.5	68–2700	L	G	A	7–2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	N
57	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
58	298	4.7	200	33.7	80–2800	L	C	A	7–3	9¼	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TD	108	60	31½	38x2¼	52x3	½
59	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
60	339	4.4	212	38.4	76–2400	L	C	A	7–2¾	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2¼	52x3	½
61	282	4.7	176	33.7	73–2700	L	G	A	7–2½	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
62	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2¼	52x3	½
63	415	14.3	264	38.4	93–2000	H	G	AI	7–3	11½	FP	Bu	No	B	No	LN	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	120	72	31½	38x2½	52x3	½
64	448	17.	283	38.0	83–1800	H	G	AI	5–3¼	11½	FP	En	No	C	No	LN	P.BL	Pe	Spi	Tim33000TW	Ros	Ws4IA	455	a	FD	120	72	31½	38x2½	52x3	½
65	393	4.9	260	42.1	103–2600	L	G	C	7–3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
66	377	4.9	258	38.4	92–2300	H	C	A	4–2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
67	453	4.8	300	48.6	98–2200	L	G	A	7–3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
68	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
69	468	4.4	322	43.3	125–2400	H	C	A	4–2¾	10⅝	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
70	707	4.4	506	60.0	170–2000	H	C	A	7–3¼	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
71	263	5.4	164	31.5	68–2800	L	G	C	7–2½	10¼	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2¼	52x2½	½
72	263	5.4	164	31.5	70–3000	L	G	C	7–2½	10¼	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2¼	52x2½	½
73	318	4.4	204	36.0	80–2700	L	G	C	7–2¾	12¼	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
74	339	4.2	212	38.4	90–2700	H	C	C	7–2¾	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	FD	168	104	34	38x2½	52x3	½
75	427	4.2	270	45.9	118–2500	H	C	C	7–2¾	13¼	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	½
76	448	17.	280	38.0	83–1800	H	C	N	5–3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
77	672	17.	420	57.0	125–1800	H	G	N	7–3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
78	224	5.3	148	25.3	61–2500	L	G	C	4–2⅜	8	PC	No	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	123	79½	32	38x2	52½x2½	½
79	282	5.4	185	33.8	81–2800	L	G	C	7–2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 31000H	Ros	L4IHV	330	a	TX	123	79½	32	38x2	52½x2½	½
80	282	5.4	185	33.8	81–2800	L	G	C	7–2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 31000H	Ros	L4IHV	330	a	TX	123	79½	32	38x2	52½x2½	½
81	381	6.5	240	41.0	83–2250	L	G	C	7–2⅝	12⅛	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 33000H	Ros	L4IHV	392	a	TX	144	91½	32	39x2½	54¾x3	½
82	404	6.0	252	42.5	82–2000	L	G	C	7–2⅝	12½	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 33000H	Ros	L4IHV	396	a	TX	142	93½	32	38x2½	54¾x3	½
83	462	4.5	300	51.0	97–2000	L	G	C	7–3	13⅜	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 35100H	Ros	L4IHV	486	a	TX	168	107	32	44½x3	60x3½	½
84	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	No	Str	M	DR	DR	P.BB	Ch	Spi	Tim 30000H	Ros	L4IH	275	C	TX	128	81	34	37½x2¼	50x2½	½
85	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	No	Str	M	DR	DR	P.BB	Ch	Spi	Tim 31000H	Ros	L4IHV	330	C	TX	128	81	34	37½x2¼	50x2½	½
86	282	5.1	190	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	No	Str	M	DR	DR	P.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	352	C	TX	128	81	34	37½x2¼	50x2½	½
87	381	4.8	240	40.8	85–2400	L	G	C	7–2⅝	12½	FP	No	Str	M	DR	DR	P.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	C	TD	128	81	34	39x2½	53x3	½
88	358	5.1	254	38.4	110–2800	F	G	A	7–2¾	12½	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	C	TD	128	81	34	39x2½	53x3	½
89	462	5.1	324	45.9	125–2600	F	G	A	7–3	13⅜	FP	Wa	Str	M	DR	DR	P.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	462	C	TD	128	81	34	39x2½	53x3	½
90	677	4.6	460	60.	127–2000	L	G	A	4–3½	11¾	FP	Wa	Str	M	My	LN	dp.BL	Ch	Spi	Tim 2604JW	Ros	Ws4IA	876	C	TD	81	49½	34	48x3	54x3½	½
91	248	5.6	153	25.4	72–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33	40⅞x2½	52¼x2½	N
92	309	5.4	202	31.5	90–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33	42x2½	54x3	½
93	309	5.4	202	31.5	90–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33	44x2½	54x3½	½
94	309	5.4	202	31.5	90–3000	L	G	C	7–2⅝	10⅜	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33	44x2½	54x3½	½
95	283	4.8	192	28.9	65–2100	L	G	C	3–3	8	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	563	a	FX	120	84½	33¼	42¼x3	48x3	½
96	283	4.8	192	28.9	65–2100	L	G	C	3–3	8	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	563	a	FX	120	84½	33¼	42¼x3	56½x3½	½
97	414	5.2	270	38.4	108–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	537	a	FX	150	102½	33¼	44x2½	54x3½	½
98	414	5.2	270	38.4	108–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	540	a	FX	180	120	33¼	50x3	50½x3½	½
99	468	5.2	310	43.4	117–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	649	a	FX	180	120	33	53	54x3	½
100	468	5.2	310	43.4	117–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33	53	56¼x3½	½
101	468	5.2	310	43.4	117–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53	56¼x3½	½
102	611	4.8	390	54.2	125–2200	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Own	O4IMV	618	a	FX	180	120	33¼	50x3½	58	½
103	471	4.0	300	40.0	74–1600	L	G	C	3–3	10½	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
104	611	4.8	390	54.2	125–2200	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	47x3½	58¼x4	½
105	468	5.2	310	43.4	117–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	619	a	FX	212	138	33	53x3	56¼x3½	½
106	471	4.6	300	40.0	74–1600	L	G	C	3–3	10½	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	781	c	JX	159	111	37½	48x3½	50x5	½
107	611	4.8	390	54.2	125–2200	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	755	c	2I	156	105	37½	48x3½	50x5	½
108	706	4.4	427	60.0	138–1900	L	G	C	4–3	11	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	755	c	2I	180	108⅛	37½	46x3½	50x5	½
109	255	5.0	170	27.3	68–2600	L	G	C	4–2⅝	7½	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
110	255	5.4	182	27.3	90–3200	F	G	C	4–2⅝	7¼	PC	No	Zen	M	Nis	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
111	381	4.8	240	40.8	85–2500	L	G	C	7–2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Torque	GEAR RATIOS Drive & Torque	In High	In Low	FRAME Side Rail Dimensions	Type
1	Moreland ... E22H	5	3160	179	210	22000	6550	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 58200	SF	H	6.14	43.	9½x3½x¼	T
2	(Concl'd) ... E25H	6	3445	179	210	25000	7050	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 5241	U 4	No	Tim 65720	WF	H	7.25	51.	9½x3½x¼	T
3	... H30H	6	4895	196	220	30000	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 5241	U 4	No	Tim 66720	WF	R	8.30	59.	9½x3½x¼	T
4	Netco ... A	2-4	1800	157	190	15000	5500	B7.50/20	DB7.50/20	Wau BL	6-3½x4¼	BL 224	U 4	No	Tim 54200H	SF	H	5.83	34.2	6x3x¼	C
5	... B	3-6	2400	160	200	20000	6500	B8.25/20	DB8.25/20	Wau BK	6-3¼x4¼	BL 3341	U 4	No	Tim 56300H	SF	H	5.71	48.4	6x3x¼	C
6	... C	4-7	2800	160	200	22000	7300	B9.00/20	DB9.00/20	Wau MK	6-4¼x4½	BL 334	U 4	No	Tim 58200H	SF	H	6.83	52.8	7x3½x¼	C
7	... E	5-8	3400	157	212	24000	8100	B9.75/20	DB9.75/20	Wau MZ	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	58.3	7x3½x¼	C
8	... J	6-9	4600	157	212	30000	9200	B10.50/20	DB10.50/20	Lyc AEC	8-3¼x4½	BL 534	U 4	No	Tim 76730	2F	R	8.50	61.2	9x3½x¼	C
9	... K	7-10	4900	168	212	32000	9900	B10.50/24	DB10.50/24	Wau SRK	6-4½x5½	BL 724	U 4	No	Tim 78720	2F	R	9.92	63.2	9x3½x¼	C
10	Pierce-Arrow 13S385	2-2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU48L	U 4	No	Tim 56200	SF	R	5.28	32.6	7⅝x3½x¼	C
11	... 15T298	3-3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3⅝x4½	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7⅝x3½x¼	C
12	... 17T361	3-4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Co RU48L	U 4	Op	Tim 58200	SF	R	6.83	42.2	7¾x3½x¼	C
13	... 18W361	3½-4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Co RU48L	U 4	Op	Tim 65720	WF	R	6.8	42.	8¼x2½x¼	C
14	... 19R479	3½-4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4½x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8¼x2½x¼	C
15	... 24X479	5-6	4150	160	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4½x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	492.	9¼x2½x¼	C
16	... 28M611	6-7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9¼x2½x¼	C
♦ 17	Reo ... S-4P	½	495	117	117	4500	.....	B6.25/16	B6.25/16	Own	6-3⅛x5	WG T83	U 3	No	Own	S/½	H	4.3	28.1	6x2½x⅛	C
18	... 1A4-1C4	1-1½	535	139	166	8500	.....	B6.00/20	B6.00/20	Own	6-3⅛x4¼	Own	U 4	No	Own	SF	H	5.28	34.8	6⅛x2½x⅛	C
19	... 1B4R-1D4R	1½	745	139	166	11500	3232	B6.00/20	P32x6	Own	6-3⅛x5	Own	U 4	O 2	Own	SF	H	5.28	34.8	7⅛x2½x⅛	C
♦ 20	... 2B4-2D4	2	895	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3⅜x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3½	C
21	... 2H (2J, 2K)	2½	1375	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3⅜x5	Own	U 4	O 2	Own	SF	H	6.5	42.9	7x1¼x3	C
22	... 3H(3J,3K,3M)	3	1975	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6-3⅜x5	Own	U 4	O 2	Own	SF	H	6.14	42.9	8¼x1¼x3	C
♦ 23	... 4H,4J,4K,4M	4	2975	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8-3⅜x5	BL	U 5	O 2	Own	2F	H	8.51	40.5	10x3x¼	C
24	Schacht ... 10B	1½	1095	124	172	11500	4350	B6.50/20	DB6.50/20	Her JXB	6-3½x4¼	WG T9	U 4	No	Tim	BF	H	5.67	36.3	8x3x⅞	C
25	... 15B	2½-3½	1495	126	172	13000	4580	B7.50/20	DB7.50/20	Her JXC	6-3¼x4¼	Fu 5A29	U 5	No	Tim	BF	H	5.83	43.9	8x3x⅞	C
26	... 20H	2½-4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.06	38.5	6x3x¼	C
27	... 25HA	3-4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	C
28	... 28HA	4-5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	C
29	... 30HA	4½-6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Wis	2F	R	7.14	46.4	7x3x¼	C
30	... 35HA	5-7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5	No	Own	2F	R	8.00	52.0	8½x3½x⅜	P
31	... 40H	5-7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4⅝x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.07	49.7	8½x3½x⅜	P
32	... 40HB	7-9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4⅝x4¾	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.7	8½x3½x⅜	P
33	... 66HA	8-11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8¼x3x⅜	P
34	... (T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
35	... (T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
36	... (T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
37	Sterling ... FB40	1½-2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6-3½x4	WG T9	U 4	No	Own	SF	H	5.66	36.2	6x2¼x⅛	C
38	... FB50 De L	2-2½	1795	174	204	13000	4900	B7.00/20	DB7.00/20	Wau 6BK	6-3¼x4¼	WG T9	U 4	No	Own	SF	R	6.60	42.2	10x3¼x¼	L
39	... FB60 De L	2½-3	2040	174	204	15000	5150	B7.00/20	DB7.00/20	Wau 6BK	6-3¼x4¼	Own UC12	U 4	No	Own	SF	R	6.80	44.2	10x3¼x¼	L
40	... FB70 De L	3-4	2490	174	204	17000	5475	B7.50/20	DB7.50/20	Wau 6BK	6-3¼x4¼	Own UC6	U 4	No	Own	SF	R	7.40	47.0	10x3¼x¼	L
41	... FB80	3½-4½	3010	174	204	22000	6525	B8.25/20	DB8.25/20	Wau 6MK	6-4¼x4¾	Own UC11	U 5	No	Own	SF	R	7.80	54.6	10x3¼x¼	L
42	... FD90	4-5	3315	174	204	22000	7175	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	Own UC11	U 5	No	Own	2F	R	8.40	58.8	10x3¼x¼	L
43	... FD97	5-6	4355	192	222	26000	8235	B9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
44	... FD115	6-7	4690	192	222	32000	8685	B9.75/20	DB9.75/20	Wau 6-125	6-4¾x5½	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¼x¼	L
45	... FC100	5-6	4185	190	222	26000	7835	B9.75/20	DB9.75/20	Wau 6MZ	6-4¼x4¾	Own UC1	U 4	Op	Own	CD	R	8.30	54.0	12x3¼x¼	L
46	... FC135	6-7	***	190	222	30000	8835	P40x8	DP40x8	Wau 6SRL	6-4¾x5½	Own UC2	U 4	Op	Own	CD	R	10.8	70.2	15x3¼x¼	L
47	... HC140	7-8	5360	186	216	36000	9485	B9.75/22	DB9.75/22	Wau 6SRL	6-4¾x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	9¼x3¼x⅜	L
48	... HC170	9-10	7480	196	225	44000	10485	B10.50/22	DB10.50/22	Wau 6RB	6-5x5¾	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	9¼x3¼x⅜	L
49	... (D) FD97D	5-6	***	192	222	26000	8985	B9.75/20	DB9.75/20	Wau 6D100	6-4¾x5½	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
50	... (D) FD97H	5-6	***	200	230	26000	9850	B9.75/20	DB9.75/20	Cum 6H Die	6-4¼x6	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¼x¼	L
51	... (D) FD115D	6-7	***	200	230	32000	9785	B9.75/20	DB9.75/20	Wau 6D125	6-4¾x5½	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¼x¼	L
52	... (D) FD115H	6-7	***	200	230	32000	9685	B9.75/20	DB9.75/20	Cum 6H Die	6-4¼x6	Own UC9	U 4	Op	Own	2F	R	9.41	50.0	12x3¼x¼	L
53	... (D) FC100D	5-6	***	190	222	26000	8935	B9.75/20	DB9.75/20	Wau 6D100	6-4¾x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	L
54	... (D) FC100H	5-6	***	200	230	26000	9210	B9.75/20	DB9.75/20	Cum 6H Die	6-4¼x6	Own UC2	U 4	Op	Own	CD	R	8.30	54.0	12x3¼x¼	L
55	... (D) HC140D	7-8	***	194	225	36000	10585	B9.75/22	DB9.75/22	Wau 6D125	6-4¾x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	9¼x3¼x⅜	L
56	... (D) HC170H	9-10	***	196	225	44000	11085	B10.50/22	DB10.50/22	Cum 6H Die	6-4½x6	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	9¼x3¼x⅜	L
57	Stewart ... 41H	1	685	134	145	.....	2990	B6.50/18	B6.50/18	Wau	6-3¼x4¼	WG	U 4	No	Cla	S½	H	5.1	32.7	6x2¼x⅛	T
58	... 46H	1½	695	134	176	10000	3310	B6.50/20	B6.50/20	Wau	6-3¾x4¼	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
59	... 47H	2	895	134	190	12000	4070	B6.50/20	DB6.50/20	Wau	6-3¾x4¼	WG	U 4	No	Cla	SF	H	6.37	40.	7½x2¾x⅛	T
60	... 48H	2½	1395	145	190	14000	4570	B7.00/20	DB7.00/20	Wau	6-3¾x4¼	WG	U 4	No	Cla	SF	H	6.37	40.	7½x2¾x⅛	T
61	... 49H	3	1695	145	220	16000	5325	B7.00/20	DB7.00/20	Wau	6-3¾x4¼	Fu	U 5	A 2	Cla	SF	R	7.16	43.6	9x2¼x¼	T
62	... 32X	3	2190	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5	A 2	Cla	SF	R	7.16	43.6	9¼x2¾x⅛	T
63	... 48-8	3½	3090	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8-3¼x4¼	BL	U 5	A 2	Cla	SF	R	7.25	48.1	9¼x2¾x⅛	T
♦ 64	... 58X	3½	2490	160	235	18000	6250	B7.50/20	DB7.50/20	Wau	6-4¼x4¼	Fu	U 5	A 2	Cla	SF	R	7.16	43.6	9¼x2¾x⅛	T
65	... 18XS	3½	2890	160	235	20000	6800	B7.50/20	DB7.50/20	Wau	6-4¼x4¼	Fu	U 5	A 2	Tim	WF	R	7.25	50.7	9¼x2¾x⅛	T
66	... 38-6	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Wau	6-4¾x5½	BL	U 5	A 2	Tim	WF	R	7.25	48.	9¼x2¾x⅛	T
67	... 38-8	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Lyc	8-3¼x4¼	BL	U 5	A 2	Tim	WF	R	7.25	48.	9¼x2¾x⅛	T
68	... 31X	5-6	5490	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4¾x5½	BL	U 4	A 3	Tim	WF	R	8.2	148.	9¼x2¾x⅛	T
69	... 27XS	7-8	6290	165	235	36000	10300	B10.50/24	DB10.50/24	Wau	6-4¾x5½	BL	U 4	A 3	Tim	WF	R	10.0	181.	9¼x2¾x⅛	T
70	Stu.IT-230 (241-265)	1½-2	565	130	165	11000	3185	B6.00/20	P32x6	Own	6-3½x4¼	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¼x⅛	T
71	... IT-641 (653-665)	2-3	945	141	165	13500	4130	B6.50/20	DB6.50/20	Own	6-3¼x4¼	WG T9	U 4	No	Tim 54410	SF	H	6.8	43.5	7x2¼x⅛	T
72	... IT-683	2-3	1045	183	183	13500	4560	B6.50/20	DB6.50/20	Own	6-3¼x4¼	WG T9	U 4	No	Tim 54410	SF	H	6.8	43.5	8x2¼x¼	T
73	... 1W-741 (765-783)	2½-3½	1545	141	183	16000	.....	B6.50/20	DP32x6	Wau BK	6-3¾x4¼	Cla R910	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¼x¼	T
74	... 1W-841 (865-883)	3-4	1845	141	183	18200	5870	B6.50/20	DP32x6	Wau6-120-358	6-4x4½	Cla R910	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¼x¼	T
75	Ward La Fr. ... 25R14	2½	2775	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¼	BL 3341	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
76	... 25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¼	BL 3341	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
77	... 25R18	3-4	3175	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¼	BL 3341	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
78	... 30R19	4	3625	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 5241	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x¼	B
79	... 320	3-4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	BL 5341	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x¼	B
80	... 30R-20	3-4	4300	196	226	20000	7250	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	BL 5341	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x¼	B
81	... 30R23	4	4000	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4½x4¾	BL 5241	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x¼	B
82	... 35R	5-6	4450	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6-4½x5½	BL 5341	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x¼	B
83	... (c.o.e.) K	7½	5890	127	162	30000	9500	B9.75/20	DB9.75/20	Wau SRK	6-4¾x5½	BL 5341	A 4	No	Tim 75733W	2F	R	6.85	45.5	12x3¼x¼	B
84	... 335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6-4½x5½	BL 5341	U 4	No	Tim 65720W	WF	R	Opt	Opt	14x3¼x¼	B
85	... 75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 7341	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	B
86	... 55RH	7½	5150	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6-4¼x5¼	BL 7241	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	B
87	... 55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6-4¼x5½	BL 7241	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	B
88	... 50D	7½-10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6-4½x5½	BL 7241	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	B
89	... 100RW	10	7200	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 7341	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	B
90	... 75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 7341	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	B
91	... 75GW-T	15	8000	164	Op	50000	11400	B10.50/20	DB10.50/20	Cu. Die. HA	6-4¼x6	BL 7351	A 4	No	Tim 76733W	2F	R	7.33	46.2	14x3¼x¼	T
92	... 100GW-T	20	8690	164	Op	60000	11700	B10.50/22	DB10.50/22	Cu. Die. HA	6-4¼x6	BL 7351	A 4	No	Tim 79720W	2F	R	7.97	50.0	14x3¼x¼	T
93	White (12) ... 701	1¼-1½	1185	132	156	.....	4020	B7.00/20	B7.00/20	Own 8A	6-3⅛x4⅛	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¼x⅛	C
94	... 701A	1½	1220	132	156	.....	4000	B7.50/20	B7.50/20	Own 8A	6-3⅛x4⅛	Own 18AA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¼x⅛	C
95	... 702	2½-2	1295	132	156	.....	4405	B7.00/20	B7.00/20	Own 8A	6-3⅛x4⅛	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¼x⅛	C
96	... 702A	2	1340	132	156	.....	4275	B7.50/20	B7.50/20	Own 8A	6-3⅛x4⅛	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¼x⅛	C
97	... 707	2½-3	1790	156	192	.....	5700	B7.50/20	B7.50/20	Own 8A	6-3⅛x4⅛	Own 18B	U 4	No	Own 20C	SF	H	6.38	40.8	7⅛x1¼x⅛	C
98	... 620	2½-3	4350	187	195	.....	7505	B8.25/20	DB8.25/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅝x2¼x⅛	C
99	... 712	3-4	2550	154	190	.....	6400	B8.25/20	DB8.25/20	Own 9A	6-3⅜x4¼	Own 11B	U 5	No	Own 20C	2F	H	5.71	43.3	7⅝x3¼x⅛	C
100	... 621	3-4	4650	157	195	.....	7955	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	7¼x2¼x⅛	C
101	... 621K	3-4	4900	168	215	.....	9125	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x⅛	C
102	... 620K	3-4	4675	168	215	.....	8555	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x⅛	C
103	... 718	3-4½	2990	154	190	.....	6830	B9.00/20	DB9.00/20	Own 9A	6-3⅜x4¼	Own 11B	U 5	No	Own F4C	2F	R	5.15	61.6	8x3x⅛	C
104	... 630	3-4½	5000	168	215	.....	8950	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x⅛	C
105	... 630K	3-4½	5200	168	214	.....	9205	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x⅛	C
106	... 640	3-4½	6100	180	214	.....	10185	B9.00/20	DB9.00/20	Own 5A	6-4¼x5¼	Own 10B	U 5	No	Own 10C	SF	R	5.18	33.2	8¾x3½x⅛	C
107	... 640K	3-4½	6300	180	214	.....	10355	B9.00/20	DB9.00/20	Own 5A	6-4¼x5¼	Own 10B	U 5	No	Own 10C	SF	R	5.18	32.2	8¼x3½x⅛	C
108	... 730	3-4½	6000	162	180	.....	10900	B9.75/20	DB9.75/20	Own 10AB	12-3⅝x3⅜	Own	U 4	No	Own 24C	SF	R	6.29	....	8x3x¼	C
109	... 66-8S	7½	5300	196	196	.....	9800	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	72.5	10¼x3¼x⅜	C
110	... 631	3½-6	5750	168	215	.....	9425	B9.75/20	DB9.75/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.0	8x3x¼	C
111	... 631K	3½-6	5950	168	215	.....	9605	B9.75/20	DB9.75/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	9.70	56.0	8x3x¼	C
112	... 631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	9¾x3¾x⅜	C
113	... 641	3½-6	6450	180	214	.....	10460	B9.75/20	DB9.75/20	Own 5A	6-4¼x5¼	Own 10B	U 5	No	Own 2C	2F	R	7.96	45.8	8¼x3½x⅛	C
114	... 641K	3½-6	6650	180	214	.....	10660	B9.75/20	DB9.75/20	Own 5A	6-4¼x5¼	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.5	8¼x3½x⅛	C
115	... 731	3½-6	6800	162	180	.....	11400	B10.50/20	DB10.50/20	Own 10AB	12-3¼x3⅜	Own 24BA	U 5	No	Own 2C	2F	R	6.66	....	8x3x¼	C
116	... 642	4-7½	6750	180	214	.....	10910	B9.75/24	DB9.75/24	Own 5A	6-4¼x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8½x3x⅛	C
117	... 642	5-9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5A	6-4¼x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8¾x3½x⅛	C
118	... 691	7-9	7250	129	129	.....	12800	B10.50/24	DB10.50/24	Own 5A	6-4¼x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8¾x3½x⅛	C
119	... 632X	10	6900	215	.....	.....	11000	B10.50/24	DB10.50/24	Own 7A	6-4¼x5¾	Own 4B	U 4	No	Own 13C	2F	R	11.8	77.	8¾x3½x⅛	C

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make	Location	Type Operat'n	Lining Area	Drum Material	Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	Rear	Auxiliary Type
1	383	4.4	265	43.3	106–2800	L	G	A	7–2¼	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L41H			464	a	TD	168	104	34	41½x2½	54x3	½
2	353	4.4	265	43.3	106–2800	L	G	A	7–2¾	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35130H	Ros	L41H			555	a	TD	168	104	34	41½x2½	54x3½	½
3	501	4.9	330	48.6	110–2200	L	G	A	7–3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 26450TW	Ros	W41A			820	a	TD	168	111	34	42x3	56x3½	½
4	245	5.0	165	27.0	73–3200	L	G	C	7–2¼	10¼	CC	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 30020H	Ros	L41HV			306	e	TD	Opt	Opt	34	42x2¼	50x2½	½
5	282	5.0	180	33.8	84–3200	L	G	C	7–2¾	10¼	CC	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 31000H	Ros	L41HV			355	e	TD	Opt	Opt	34	42x2¼	50x2½	½
6	381	4.8	240	40.8	85–2500	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 33000H	Ros	L41HV			398	e	TD	Opt	Opt	34	42x2¼	50x2½	½
7	404	6.0	274	42.5	90–2400	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 33000H	Ros	L41HV			484	e	TD	Opt	Opt	34	44x3	52x3½	½
8	420	5.2	300	44.0	120–2800	L	G	C	5–2¾	12¾	FP	Ha	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 35000H	Ros	Ws41A			663	e	CD	Opt	Opt	36	44x3	52x3½	½
9	517	4.6	335	51.3	110–2300	L	G	C	7–3	13¼	FP	Wa	Zen	M	DR	DR	P.BL	Mo	Cle	Tim 27450	Ros	Ws41A			757	e	CD	Opt	Opt	38	44x3	52x4	½
10	385	5.0	274	39.2	125–2800	L	C	A	9–2½	14½	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B41M			399	D	TD	116¾	62½	34	38x2½	56x3	½
11	298	4.7	190	33.7	70–2600	L	G	C	7–2¾	13¾	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B41M			399	D	TD	113½	59½	34	38x2½	56x3	½
12	361	4.7	230	40.3	77–2400	L	G	A	7–2¾	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B41M			399	D	CD	143½	89½	34	38x2½	56x3	½
13	361	4.7	230	40.3	77–2400	L	G	A	7–2¾	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15735	Ha	B41A			473	D	CD	119½	65	34	41x2½	56x3	½
14	479	4.7	318	51.3	104–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B41A			473	D	CD	118¾	163¾	34	41x2½	56x3	½
15	479	4.6	318	51.3	104–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B41A			473	D	CD	168¼	33¾	34	41x2½	56x3	½
16	611	4.5	410	54.1	130–2000	L	G	A	9–3½	16½	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO41A			720	D	TX	127	72½	34	41x3	56x4	½
17	230	5.3	152	23.4	80–3200	L	C	A	7–2¼	10½	CC	No	Car	M	AL	AL	P.BB	Fe	Spi	Own	Ros	L41H			170	C	2I	62¾	25¼	47½	36¾x2	55½x2	N
18	209	5.3	145	24.3	70–2800	L	C	A	4–2½	5¼	CC	No	Car	M	AL	AL	P.BB	Fe	Cle	Own	Ros	L41H			191	C	2I	99½	57½	34	36x1¾	48x2¼	N
19	230	5.3	152	23.4	68–2800	L	C	A	7–2¾	10½	CC	No	Car	M	AL	AL	P.BB	Fe	Cle	Own	Ros	L41H			246	C	2I	99½	57½	34	36x1¾	48x2¼	O
20	268	4.9	175	27.3	75–2800	L	C	A	7–2¾	10½	CC	No	Car	M	DR	DR	P.BB	Fe	Cle	Own	Ros	L41H			289	a	2I	105	60	34	36x2¼	50x2½	½
21	268	4.9	175	27.8	75–2800	L	C	A	7–2¾	10½	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L41H			349	a	2I	116	60	34	40x2½	52x2½	½
22	309	4.9	200	31.5	85–2800	L	C	A	7–2¾	10½	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L41H			390	a	FD	124	68	34	44x3	54x3	½
23	358	4.9	230	36.4	110–2800	L	C	A	9–2¾	12½	CC	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L41HV			390	a	FD	148	83	34	44x3	56x3½	½
24	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10¼	PC	Mo	Str	M	AL	AL	P.BB	Yo	Spi	Tim	Ros	L41H			380	G	TX	Opt	Opt	31½	45x2½	50x3	½
25	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10¼	PC	Mo	Str	M	AL	AL	P.BB	Yo	Spi	Tim	Ros	L41HV			527	G	TX	Opt	Opt	31½	46x2½	50x3	½
26	339	4.7	225	38.4	78–2400	L	G	A	7–2¾	12¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L41HV			452	G	TX	129½	Opt	31½	40x2½	50x3	½
27	339	4.7	225	38.4	78–2400	L	G	A	7–2¾	12¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L41HV			578	G	TX	106	Opt	31½	40x2½	50x3	½
28	339	4.7	225	38.4	78–2400	L	G	A	7–2¾	12¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			658	G	TX	106	Opt	31½	40x2½	50x3	½
29	339	4.7	225	38.4	78–2400	L	G	A	7–2¾	12¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			658	G	TX	106	Opt	31½	40x2½	50x3	½
30	360	4.7	238	40.3	85–2400	L	G	A	7–2¾	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			768	H	TD	106	Opt	31½	40x2½	50x3	½
31	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			768	H	TD	106	Opt	31½	40x2½	50x3	½
32	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			893	G	TD	106	Opt	31½	40x2½	50x3	½
33	529	4.9	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws41A			847	G	TD	118	Opt	31½	42x3	60x3½	½
34	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			893	H	TD	92¾	Opt	31½	40x2½	50x3	½
35	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			893	H	TD	92¾	Opt	31½	40x2½	50x3	½
36	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L41HV			893	H	TD	92¾	Opt	31½	40x2½	50x3	½
37	214	5.0	137	28.0	72–3300	L	C	A	4–2¼	6½	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L41H			269	P	TX	96	57	34	38x2¼	50x2¼	N
38	282	5.4	185	33.8	81–2800	L	G	C	7–2¾	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Ros	L41H			306	P	TX	144	91	34	42x2¼	57½x2½	½
39	282	5.4	185	33.8	81–2800	L	G	C	7–2¾	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Ros	L41HV			352	a	TX	144	91	34	42x2½	57½x2½	½
40	282	5.4	185	33.8	81–2800	L	G	C	7–2¾	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Ros	L41HV			352	a	TX	144	91	34	42x2½	60x3	½
41	381	6.5	240	41.0	83–2250	L	G	C	7–2¾	12½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Han	L41HV			394	a	TX	144	91	34	42x2½	60x3	½
42	381	6.5	240	41.0	83–2250	L	G	C	7–2¾	12½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000H	Han	L41HV			396	a	TX	144	91	34	42x2½	60x3	½
43	462	4.5	300	46.0	97–2000	L	G	C	7–3	13½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 35100H	Ros	L41HV			486	a	TX	171	107	34	48x3	60x3	½
44	462	5.0	324	46.0	123–2300	F	G	A	7–3	13½	CC	En	Zen	M	MY	DR	P.Ow	Mo	Spi	Tim 35100H	Ros	L41HV			486	a	TX	171	107	34	48x3	60x3	½
45	404	6.0	252	42.5	82–2000	L	G	C	7–2¾	12½	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 35000N	Ros	O21MV			576	s	TX	169	105	34	48x3	60x3	½
46	462	4.5	300	46.0	97–2000	L	G	C	7–3	13¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O21MV			486	S	TX	169	105	34	40x3	60x3	½
47	462	4.5	300	46.0	97–2000	L	G	C	7–3	13¼	CC	En	Zen	M	DR	DR	P.Ow	Pe	Spi	Tim 26432N	Ros	O21MV			698	s	JX	168	107	34	48x3	60x3	½
48	677	4.8	440	60.0	124–1800	L	G	C	4–3½	11¼	CC	En	Zen	M	DR	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	O21MV			666	s	JX	170	109	34	48x3	60x3	½
49	462	17.	275	46.0	100–2200	H	G	A	7–3¾	13¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 35100H	Ros	L41HV			486	a	TX	171	107	34	48x3	60x3	½
50	672	17.	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	DR	P.Ow	Mo	Spi	Tim 35100H	Ros	L41HV			486	a	TX	171	107	34	48x3	60x3	½
51	585	17.	350	54.1	122–2000	H	G	A	7–3½	18¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 35100H	Ros	L41HV			486	a	TX	171	107	34	48x3	60x3	½
52	672	17.	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	DR	D.Ow	Mo	Spi	Tim 35100H	Ros	L41HV			486	a	TX	171	107	34	48x3	60x3	½
53	462	17.	275	46.0	100–2200	H	G	A	7–3¾	13¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 35000N	Ros	O21MV			576	s	TX	169	105	34	48x3	60x3	½
54	672	17.	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	DR	P.Ow	Mo	Spi	Tim 35000N	Ros	O21MV			576	s	TX	169	105	34	48x3	60x3	½
55	585	17.	350	54.1	122–2000	H	G	A	7–3½	18¾	FP	En	No	M	CI	LN	P.Ow	Pe	Spi	Tim 26452N	Ros	O21MV			698	s	JX	168	107	34	48x3	60x3	½
56	672	17.	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	O21MV			686	s	JX	170	109	34	48x3	60x3	½
57	228	5.0	155	27.3	65–2800	L	G	C	7–2¼	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L41H			254	a	TX	88	51½	32	38½x2¼	50x2½	N
58	228	5.0	155	27.3	65–2800	L	G	C	7–2¼	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L41H			254	a	TX	92	51¾	32½	38½x2¼	50x2½	½
59	228	5.0	155	27.3	65–2800	L	G	C	7–2¼	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L41H			266	A	TX	92	51½	32½	38½x2¼	50x2½	½
60	245	5.4	165	29.4	70–2800	L	G	C	7–2¾	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L41H			349	a	TX	106	64½	32½	38½x2¼	50x3	½
61	282	5.4	190	33.7	80–2800	L	G	C	7–2¾	10¼	FP	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L41HV			349	a	TX	109½	64½	32½	38½x2¼	50x3	½
62	299	5.0	205	33.7	85–2750	L	G	A	4–2¾	9¾	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B41M			478	E	TX	127½	79¼	32¼	40x3	50x3	½
63	420	5.2	300	45.0	130–2800	L	G	A	5–2¾	12	FP	Ly	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B41M			478	E	TX	128½	73¼	32¼	40x3	56x3	½
64	381	5.2	240	41.0	85–2500	L	G	C	7–2¼	12½	FP	Wa	Str	P	DR	DR	P.Fu	Fe	Spi	Cla	Ros	B41MV			478	E	TX	121½	71½	32¼	40x3	50x3	½
65	381	5.2	240	41.0	85–2500	L	G	C	7–2¾	12½	FP	Wa	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	B41MV			550	E	TX	121½	71½	32¼	40x3	56x3	½
66	462	4.6	300	46.0	100–2000	L	G	A	7–3	13¾	FP	Wa	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B41MV			550	E	TX	128½	75¾	32¼	40x3	56x3	½
67	420	5.2	300	45.0	130–2800	L	G	C	5–2¾	12	FP	Ly	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B41MV			550	E	TX	128½	73¾	32¼	40x3	56x3	½
68	517	4.5	330	51.3	110–2000	L	G	C	7–3	13¾	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B41MV			614	E	TX	128¾	73¼	34	40x3	56x4	½
69	517	4.5	330	51.3	110–2000	L	G	C	7–3	13¾	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B41MV			614	E	TX	128¾	73¼	34	40x3	56x4	½
70	230	4.6	154	25.4	75–3200	E	G	C	4–2½	8¼	CC	No	Car	M	DR	DR	P.Lo	Mc	MM	Cla F266	Ros	B41H			260	a	T	85¾	48½	33½	36x2	45x2½	O
71	230	5.5	162	25.4	80–3200	E	G	C	4–2½	8¼	CC	Ha	Car	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B41H			330	D	T	97¼	60	34	39x2	56x3	½
72	230	5.5	162	25.4	80–3200	E	G	C	4–2½	8¼	CC	Ha	Car	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B41H			330	D	T	167½	102	34½	39x2	56x3	½
73	282	5.1	190	33.7	82–2800	F	G	A	7–2¾	10½	FP	Ha	Zen	M	DR	DR	P.Lo	Mc	MM	Tim 31020	Ros	B41HV			420	D	T	97½	60	34½	39x2½	56x3	½
74	358	5.1	254	38.4	110–2800	F	G	A	7–2¾	11¼	FP	Wa	Zen	M	DR	DR	P.Lo	Mc	MM	Tim 31020	Ros	B41HV			420	D	T	97½	60	34½	39x2½	56x3	½
75	358	6.2	228	38.4	80–2400	L	G	C	7–2¾	12¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L41HV			282	a	TD	144	90½	33	41x2¼	52x3	½
76	358	6.2	228	38.4	80–2400	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L41HV			330	a	TD	144	90½	33	41x2½	52x3	½
77	381	6.5	242	40.8	85–2500	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L41HV			391	a	TD	144	90½	33	41x2½	52x3	½
78	381	6.5	242	40.8	85–2500	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV			391	a	TD	168	105☆	33	41x2½	52x3	½
79	462	4.6	300	45.9	102–2400	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV			391	a	TD	168	105☆	33	41x2¼	52x3	½
80	462	4.6	300	45.9	102–2400	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV			391	a	TD	168	105☆	33	41x2½	52x3	½
81	381	6.5	242	40.8	85–2500	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV			460	a	TD	168	105☆	33	41x2½	52x3	½
82	462	4.6	300	45.9	102–2200	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L41HV			460	a	TD	168	105☆	33	41x2½	52x3	½
83	517	4.6	335	51.3	110–2300	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Shu 6731B	Ros	Ws41A			617	A	TD	168	103	34	41x3	54x3½	½
84	462	4.6	300	45.9	102–2400	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim31510TW	Ros	Ws41A			617	A	TD	207	115¾	33	42x3	56x3½	½
85	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452H	Ros	L41HV			560	a	TD	192	117½	33	42x3	56x3½	½
86	517	4.6	335	51.3	110–2300	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L41HV			560	a	TD	192	117½	33	40x3	56x3½	½
87	517	4.6	335	51.3	110–2300	L	G	C	7–3	13¾	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim35100TW	Ros	W41A			617	a	TD	207	116¾	33	40x3	56x3½	½
88	303	5.9	204	34.3	85–2400	L	G	C	7–2¾	10¼	FP	Mo	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 16D	Ros	L41HV			383	a	TX	134½	84¼	34	41x2½	54x3	½
89	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452TW	Ros	W41A			746	a	TD	192	117½	33	42x3	56x4	½
90	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	W41A			617	a	TD	207	115¾	33	42x3	56x3½	½
91	672	17.	420	57.	125–1800	H	G	C	7–3½	16½	CC	En	No	M	CI	LN	dp.BL	Yo	Spi	Tim35100TW	Ros	W41A			617	A	TD	67½	100¾	34	41x3	54x3½	½
92	672	17.	420	57.	125–1800	H	G	C	7–3½	16½	CC	En	No	M	CI	LN	dp.BL	Yo	Spi	Tim27452TW	Ros	W41A			617	A	TD	67½	100¾	34	41x3	54x4	½
93	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L41HV			276	a	TX	98	60	34	39x2¼	50x2½	½
94	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L41HV			276	a	TX	98	60	34	39x2¼	50x2½	½
95	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L41HV			276	a	TX	98	60	34	39x2¼	50x2½	½
96	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L41HV			276	a	TX	98	60	34	39x2¼	50x2½	½
97	240	4.6	150	26.3	68–2400	L	G	C	4–2½	8¼	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 18D	Ros	L41HV			352	a	TX	128	84	34	39x2¼	54x3	½
98	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO41HV			414	a	CI	197½	67½	34	41x2¼	54x3	N
99	303	5.9	204	34.3	85–2400	L	G	C	7–2¾	10¼	FP	Mo	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 7D	Ros	L41HV			428	a	TX	134½	84¼	34	41x2¼	54x3	½
100	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO41HV			484	a	CI	197½	67½	34	41x2¼	54x3	N
101	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Own	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	LO41HV			583	a	CI	180	100	34	42x3	56x3½	½
102	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41HV			483	a	CI	180	100	34	42x3	54x3	½
103	303	5.9	204	34.3	85–2400	L	G	C	7–2¾	10¼	FP	Mo	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 16D	Ros	L41HV				a	TX	116½	84	34	41x2½	54x3	½
104	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O41HV			583	a	CI	144½	84¼	34	42x3	56x3½	½
105	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41HV			591	a	CI	180	100	34	42x3	56x3½	½
106	360	4.6	385	51.3	130–2050	H	C	S	7–3	15¼	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O41A			553	a	CI	156¾	91¼	34	42x3	56x3½	½
107	380	4.6	385	51.3	130–2050	H	C	S	7–3	15¼	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O41A			591	a	CI	172	107	34	42x3	56x3½	½
108	465	6.2	317	63.0	128–2600	L	G	C	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 20D	Ros	O41A			632	a	CI	236	138	34	46x3	56x3½	½
109	326	4.3	207	28.9	54–1600	L	G	C	3–2¼	11¾	FP	Ow	Zen	Y	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM			224	a	2I	176	120	35½	42x3	57x5	N
110	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41A			633	a	CI	144½	84¼	34	42x3	56x3½	½
111	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13¾	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41A			633	a	CI	160	100	34½	42x3	56x3½	½
112	434	4.9	275

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	ENGINE Make and Model	ENGINE No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location, Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive & Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	Type
1	Willys.....77	.....	***	100	100	.....	1584	B5.25/17	B5.25/17	Own 77	4-3 1/16x4 1/2	Own 77	U 3	No	Own 77	S 1/2	H	4.3	12.5	3 3/4 x1 1/4 x 1/4	T
2	.....77 Panel	750 lbs.	***	100	100	2225	1584	B5.25/17	B5.25/17	Own 77	4-3 1/16x4 3/4	Own 77	U 3	No	Own 77	S 1/2	H	4.3	12.5	3 3/4 x1 1/4 x 1/4	T
	Four-Wheel-Drive																				
3	Coleman.....E52	2 1/2	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4 1/4 x4 3/4	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2 1/2 x 7/8	B
4	.....E53	3 1/2	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4 5/8 x4 3/4	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2 1/2 x 1/2	B
5	.....E54	4-5	5600	130	180	20400	8800	B10.50/24	B10.50/24	Bud L468	6-4 1/4 x5 1/2	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2 1/2 x1 1/2	B
6	.....E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4 1/2 x5 1/2	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2 1/2 x1 1/2	B
7	.....E55S	5-6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4 1/2 x5 1/2	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2 5/8 x1 1/4	B
8	.....E56	6-7 1/2	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4 3/4 x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2 5/8 x1 1/4	B
9	.....E57	7 1/2-10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5 1/4 x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1 1/4	B
10	Corbitt (3)...10FB6	1 1/2-2	2300	Op	Op	.....	4420	36.50/20	DB6.50/20	Con 25A	6-3 3/8 x4	WG-T9	U 4	A 2	Tim 53615H	SF	H	6.60	Opt	8 1/4 x3x 1/4	T
11	.....9FB6	2-2 1/2	3200	Op	Op	.....	5060	B7.00/20	DB7.00/20	Con 20C	6-3 3/4 x4 5/8	Cla B116C	U 4	A 2	Tim 54200H	SF	H	6.80	Opt	8 1/4 x3x 1/4	T
12	.....12FB6	2 1/2-3 1/2	4000	Op	Op	.....	5630	B7.50/20	DB7.50/20	Con E602	6-4 1/4 x4 1/2	FuL 5A38	U 5	A 2	Tim 56200H	SF	H	7.46	Opt	9x3x1/4	T
13	.....12FD6	2 1/2-3 1/2	4300	Op	Op	.....	5730	B7.50/20	DB7 50/20	Con E602	6-4 1/4 x4 1/2	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x1/4	T
14	.....15FD6	3-4	5700	Op	Op	.....	8100	B8.25/20	DB8.25/20	Con 21R	6-4 5/8 x4 3/4	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3x1/4	T
15	.....18FD6	3 1/2-5	6300	Op	Op	.....	9200	B9.00/20	DB9.00/20	Con 22R	6-4 1/2 x5 1/4	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x1/4	T
16	FWD.....HS	1 1/2	2400	132	142	11200	4700	B6.50/20	DB6.50/20	Wau BK	6-3 3/4 x4 1/4	BL 224	U 4	A 1	Tim 63620	S	H	5.58	34.6	6x3x 1/4	C
17	.....H4	1 1/2-2	3325	120	160	12800	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5 1/4 x2 1/4 x 1/4	C
18	.....H6	2-2 1/2	3385	133	180	14800	5900	P9.00/20	P9.00/20	Wau MS	6-3 3/4 x4 3/4	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5 1/4 x2 1/4 x 1/4	C
19	.....HH-6	2 1/2-3	4135	138	170	18700	6900	P9.75/20	P9.75/20	Wau MK	6-4 1/2 x4 3/4	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5 1/4 x2 1/4 x 1/4	C
20	.....B 3		4200	124	156	16700	6460	S36x6	S36x6	Own A	4-4 3/4 x5 1/2	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5 1/4 x2 1/4 x 1/4	C
21	.....CU-6	3 1/2-4	4985	147	179	21300	8170	B10.50/20	B10.50/20	Wau SRS	6-4 1/2 x5 1/2	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x	C
22	.....CU6A	3 1/2-4	4685	147	179	21100	8000	B10.50/20	B10.50/20	Wau SRS	6-4 1/2 x5 1/2	BL 5352	U 5	Op	Own U	BF	H	6.72	55.2	7x3x	C
23	.....SSU	4-5	5135	147	179	23600	8400	B11.25/20	B11.25/20	Wau SRL	6-4 5/8 x5 1/2	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x	C
24	.....SSUA	4-5	4835	147	179	23300	8100	B11.25/20	B11.25/20	Wau SRL	6-4 5/8 x5 1/2	BL 5352	U 5	Op	Own M	BF	H	7.35	73.	7x3x	C
25	.....M5	5-7 1/2	7400	165	195	31700	11600	B12.75/20	DB12.75/20	Wau SRK	6-4 5/8 x5 1/2	BL 734	U 4	A 2	Wis 131W	2F	H	10 0	207.	8x3x	C
26	.....MF6	5-6	5785	147	179	24300	9100	B10.50/20	DB10.50/20	Wau SRK	6-4 5/8 x5 1/2	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x	C
27	(Fr't.-Wh.-Dr.) LBU	5-6	4800	171	Op	23600	9000	B9.00/20	DB9.00/20	Wau SRS	6-4 1/2 x5 1/2	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x	C
28	.....MJ5	5-6	6335	165	195	27700	10700	B10.50/20	DB1050/20	Wau SRK	6-4 5/8 x5 1/2	BL 734	U 4	A 2	Wis	2F	H	7.50	188.	8x3x	C
29	.....(T)T-26	6-7	2500	127	Op	26000	4950	B9.00/20	B9.00/20	Wau BK	6-3 3/4 x4 1/4	BL 224	U 4	A 1	Tim 53620	S	H	7.1	43.9	6x3x	C
30	.....M7	7 1/2-10	8500	165	195	37600	12300	P40x10	DP40x10	Wau RB	6-5x5 1/4	BL 734	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x	C
31	.....(T)60-T	20-25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6-4 3/4 x5 1/2	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3x	C
32	.....(T)72-T	25-30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6-4 1/2 x5 7/8	BL 734	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3x1/4	C
♦ 33	Indiana.....12X4	1 1/2-2	2650	131	...	10000	4650	B6.50/20	DB6.50/20	Her JXC	6-3 3/4 x4 1/4	BL 2341	U 4	A 2	Tim 53210	SF	H	5.66	70.2	7 1/4 x2 1/2 x 1/4	T
♦ 34	.....14X4	2-2 1/2	3950	140	...	14000	5900	B7.50/20	DB7.50/20	Her JXC	6-3 3/4 x4 1/4	BL 2341	U 4	A 2	.....	SF	H	6.6	82.6	7 1/2 x2 1/4 x 1/4	T
♦ 35	.....16X4	2 1/2-3	4850	156	...	16000	7500	B7.50/20	DB7.50/20	Her WXC	6-4x4 1/2	BL 3341	U 4	A 2	Wis 5000L	SF	H	6.35	97.5	7 1/2 x3x1/4	T
♦ 36	.....18X4	3 1/2-4 1/2	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6-4 3/8 x4 3/8	BL 5341	U 4	A 2	Wis 72000L	2F	H	7.06	109	8 1/4 x3x 1/4	T
♦ 37	.....18X4A	3 1/2-4 1/2	5400	160	...	21000	8700	B9.00/20	DB9.00/20	Her YXC	6-4 3/8 x4 3/8	BL 5341	U 4	A 2	Tim 58205H	SF	H	6.14	100	8x3x1/4	T
♦ 38	.....20X4	4 1/2-5 1/2	7200	172	...	24000	10600	B9.75/20	DB9.75/20	Her RXB	6-4 1/2 x5 1/4	BL 5341	U 4	A 2	Wis 13378H	2F	H	8.59	145	8 1/4 x3x 3/8	T
♦ 39	.....22X4	5 1/2-6 1/2	10000	185	...	31000	13000	B9.75/20	DB9.75/20	Her HXB	6-5x6	BL 7341	U 4	A 2	Wis 417W	2F	H	9.15	146	10x3x 1/4	T
40	Mar.-Herr.....A10	1 1/2-2	2350	135	155	.....	4705	B6.50/20	DB6.50/20	Her JXA	6-3 3/8 x4 1/4	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82.3	7 1/8 x2 1/2 x 1/4	C
41	.....A20	2 1/2-3	3250	135	155	.....	5345	B7.50/20	DB7.50/20	Her JXC	6-3 3/4 x4 1/4	Cla R116	U 5	A 2	Own-Tim	BF	H	5.83	80.4	7 1/8 x2 1/2 x 1/4	C
42	.....A30	3 1/2-4	4300	155	167	.....	7050	B8.25/20	DB8.25/20	Her WXC	6-4x4 1/2	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	6.17	105.	9 1/8 x3x 1/4	P
43	.....A40	4-4 1/2	4800	155	167	.....	7955	B9.00/20	DB9.00/20	Her WXC3	6-4 1/4 x4 1/2	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9 1/8 x3x 1/4	P
44	.....A50	4-4 1/2	5700	155	167	.....	8100	B9.00/20	DB9.00/20	Her WXC3	6-4 1/4 x4 1/2	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.01	136.	9 1/8 x3x 1/4	P
45	.....TH300	4 1/2	6150	163	193	.....	8585	B9.75/20	DB9.75/20	Her YXC	6-4 3/8 x4 3/8	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8 1/8 x3x 1/4	P
46	.....TH310	5-5 1/2	7150	163	193	.....	9650	B9.75/20	DB9.75/20	Her YXC3	6-4 3/8 x4 3/8	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.0	153.	8 1/8 x3x 1/4	P
47	.....TH310A	6	8050	163	193	.....	10300	B9.75/22	DB9.75/22	Her RXC	6-4 1/2 x5 1/4	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.05	146.	8 1/8 x3x 1/4	P
48	.....(13) TH315	7	9350	180	216	.....	12500	B10.50/20	DB10.50/20	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	146.	8 1/8 x3x 1/4	P
49	.....(13) TH320	8-9	11500	198	228	.....	13750	B10.50/24	DB10.50/24	Her HXC	6-5 1/4 x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.88	184.	10x3x 3/4	P
50	Oshkosh.....JB	1 1/2-2	2280	146	170	10800	5225	B7.00/20	DB7.00/20	Her JXB	6-3 5/8 x4 1/4	WG T9	U 4	A 2	Own JB	F	H	5.14	63.7	6x3 1/2 x 1/4	F
51	.....JC	2	2380	146	170	11000	5240	B7.00/20	DB7.00/20	Her JXC	6-3 3/4 x4 1/4	Fu MLU	U 4	A 2	Own JC	F	H	5.14	64.0	6x3 1/2 x 1/4	F
52	.....WLD	3-3 1/2	4885	146	201	18500	6900	B9.75/20	B9.75/20	Her WXC3	6-4 3/4 x4 1/2	Fu 5-A-380	U 5	A 2	Own WLD	2F	H	8.40	93.1	7x3x 1/4	....
53	.....WLX	3-3 1/2	4490	146	201	18300	6700	B9.75/20	B9.75/20	Her WXC2	6-4 1/2 x4 1/2	Fu 5-A-380	U 5	A 1	Own WLX	2F	H	6.36	50.1	7x3x 1/4	....
♦ 54	.....B3S	3 1/2-4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6-4 3/4 x4 1/2	Fu 5-A-380	U 5	A 2	Own B3S	SF	H	6.10	86.2	7x3x 1/2	L
55	.....B3D	3 1/2 x4	5490	146	165	19700	8400	B10.50/20	B10.50/20	Her WXC3	6-4 3/4 x4 1/2	Fu 5-A-380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3x 1/2	L
♦ 56	.....C3S	4-5	5250	146	165	22300	8350	B11.25/20	B11.25/20	Her YXC2	6-4 1/2 x4 3/4	Fu 5-A-530	U 5	A 2	Own C3S	SF	H	6.10	86.8	7x3x 1/2	L
♦ 57	.....C3D	4-5	5945	146	165	23000	8900	B11.25/20	B11.25/20	Her YXC2	6-4 1/2 x4 3/4	Fu 5-A-530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3x 1/4	L
58	.....FC	5	6190	146	165	23300	9225	B11.25/20	B11.25/20	Her RXB	6-4 1/2 x5 1/4	Fu 5-A-530	U 5	No	Own FC	2F	H	7.60	67.6	7x3x 1/2	L
♦ 59	.....R3S	5	5750	146	165	23000	8800	B11.25/20	B11.25/20	Her RXB	6-4 1/2 x5 1/4	Fu 5-A-530	U 5	A 2	Own R3S	SF	H	6.10	86.8	7x3x 1/2	L
60	.....FB	5-6	6590	146	165	26000	10000	B11.25/20	B11.25/20	Her RXC	6-4 5/8 x5 1/4	Fu 5-A-530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x 1/2	L
61	.....FD	6-7 1/2	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6-4 5/8 x5 1/4	Fu 5-A-530	U 5	A 2	Own FD	2F	H	7.20	101.	8x3x 1/2	L
♦ 62	.....BG3	7 1/2-10	8500	165	175	37000	13200	P40x10	DP40x10	Her HXB	6-5x6	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3 1/4 x 1/2	L
♦ 63	.....GD	10	10000	165	175	38000	14200	B13.50/20	DB13.50/20	Her HXD	6-5 1/2 x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3 1/4 x 1/2	L
♦ 64	Walter.....FN	2 1/2-3 1/2	4600	126	150	16000	6500	B9.75/20	B9.75/20	Own 6MK	6-4 1/2 x4 1/4	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2 3/4 x 1/4	P
♦ 65	.....FZN	3 1/2-4	5000	126	150	19000	8000	B9.00/20	DB9.00/20	Own 6MZ	6-4 1/4 x4 3/8	Own FN	U 5	No	Own FZN	2D	H	7.0	70.	7x2 3/4 x 1/4	....
♦ 66	.....FM	4-5	5500	126	150	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6-4 3/8 x5 1/2	Own FM	U 5	No	Own FM	2D	H	6.0	60.0	12x2 3/4 x 1/4	P
♦ 67	.....FKM	5	6000	126	150	23000	9000	B9.75/20	DB9.75/20	Own 6SRK	6-4 5/8 x5 1/2	Own FKM	U 5	No	Own FKM	2D	H	6.0	60.	12x3x1/4	....
♦ 68	.....FCKD	5-6	6600	126	138	25000	9000	B9.75/24	DB9.75/24	Own 6SRK	6-4 3/8 x5 1/2	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	12x3x1/4	P
♦ 69	.....FCS	5-7	7200	136	162	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6-4 5/8 x5 1/2	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x1/4	P
♦ 70	.....FBS	5-8	8000	136	162	30000	10500	B10.50/24	DB10.50/24	Own 6RB	6-5x5 3/4	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x1/4	P
♦ 71	.....FBRS	7-10	8600	136	162	35000	11500	B11.25/24	DB11.25/24	Own 6RB	6-5x5 3/4	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x1/4	P
	Six-Wheelers																				
72	B'kway 180SBT	2C 5-7 1/2	4350	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6-4 1/2 x4 1/2	Fu 5-A-38	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8 1/4 x3x 3/4	B
73	Corbitt.....16SFD6	2-3	5500	Op	Op	.....	5110	B6.50/20	DB6.50/20	Con E602	6-4 1/2 x4 1/2	Fu 5-A-38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	7x3 1/2 x 1/4	T
74	.(3)..16SFD8	6 2 1/2-4	5900	Op	Op	.....	7040	B7.50/20	DB7.50/20	Lyc AEF	8-3 3/4 x4 1/2	Fu 5-A-53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3 1/2 x 1/4	T
75	.....20SW6	4R 3-5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6-4 1/4 x4 3/4	Fu 5-A-38	U 5	No	Tim SW151W	w/2F	R	Opt	Opt	8x3 1/2 x 1/4	T
76	.....28SW6	4R 5-7 1/2	6380	Op	Op	.....	10000	P34x7	P34x7	Con 21R	6-4 1/2 x4 3/4	Fu 5-A-53	U 5	No	Tim SW251W	w/2F	R	Opt	Opt	8x3 1/2 x 1/4	T
77	.....28SFD6	6 5-7 1/2	8900	Op	Op	.....	11700	DB8.25/20	Con 22R	6-4 1/2 x5 1/4	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8.44	Opt	9x3 1/4	T
78	.....36SW6	4R 7 1/2-10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6-4 3/4 x4 3/4	Fu 5-A-53	U 5	No	TimSW310W	w/2F	R	Opt	Opt	10 1/4 x3x 1/4	T
79	.....36SFD6	6 7 1/2-10	12300	Op	Op	.....	14600	B9.00/22	DB9.00/22	Her HXB	6-5x6	BL 734	U 4	A 3	Tim SD320W	2F	R	8.15	Opt	10 1/4 x3x 1/4	T
80	.....40SW6	4R 10-15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6-4 3/4 x5 3/4	BL 707	A 7	No	TimSW420W	w/2F	R	Opt	Opt	10 1/4 x3x 1/4	T
81	.....45SFD6	6 10-15	16900	Op	Op	.....	15400	B9.75/22	DB9.75/22	Her HXC	6-5 1/4 x6	BL 734	U 4	A 3	Tim SD420W	2F	R	8.15	Opt	10 1/4 x3x 1/4	T
♦ 82	Day Elder..150	3	1645	176	189	15000	5300	B6.00/20	DB6.00/20	Her JXB	6-3 5/8 x4 1/4	WG T9	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3 1/2 x 1/4	C
83	285	4R 8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6-4 5/8 x5 1/4	BL 534	U 4	No	Ti SWD251H	WF	H	7.50	47.6	10x3 3/4 x 1/4	C
84	345	4R 10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6-4 5/8 x5 1/4	BL 534	U 4	No	Ti SWD320W	WF	H	8.50	54.0	10x3 3/4 x 1/4	C
85	402	4R 12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6-4 5/8 x5 1/4	BL 725	U 5	No	Ti SWD420W	WF	R	9.0	63.6	10x3 3/4 x 1/4	C
86	DodgeBros.KS75	2C 3-9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6-3 5/8 x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3 1/4 x 1/2	C
♦ 87	Fageol..226HP	2R 5-6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6-90	6-3 3/4 x4 3/4	BL234	U 4	No	Tim SBT151	BF	R	7.4	47.4	6x3x 1/2	C
♦ 88	.....326HP	2R 6-8	4850	200	220	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6-4x4 3/4	BL5241	U 4	No	Tim SBT251	BF	R	7.8	56.8	8x3x 1/2	C
♦ 89	....(D) 326D	2R 6-8	6850	200	220	30400	10500	B9.00/20	DB9.00/20	Wau 6D-100	6-4 3/8 x5 1/2	BL 5341	U 4	No	Tim SBT251	BF	R	7.8	56.8	8x3x 1/2	C
90	.....8-46HP	4R 8	8000	195	220	40500	14100	B9.75/20	DB9.75/20	Wau 6-125	6-4 5/8 x5 1/2	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.4	8x3 1/2 x 1/4	T
91	.....8-46AL	4R 8	9000	195	220	40500	11950	B9.75/20	DB9.75/20	Wau 6-125	6-4 3/4 x5 1/2	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.4	15x4x3/4	T
92	(D) 846AL-D	4R 8	11000	195	200	40500	13050	B9.75/20	DB9.75/20	Wau 6D125	6-4 3/4 x5 1/2	BL 734	U 4	A 3	Tim-Own	WF	R	5.7	120.	15x4x3/4	T
93	.....10-46RB	4R 10	9200	232	232	56000	15300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5 1/4	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.2	8 1/4 x4 3/4	T
94	.....10-46AL	4R 10	10200	232	232	56000	13200	B9.75/20	DB9.75/20	Wau 6RB	6-5x5 3/4	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.2	15x4x3/4	T
95	(D) 1046AL-D	4R 10	11575	232	232	56000	14300	B9.75/20	DB9.75/20	Wau 6D140	6-5x5 1/2	BL 734	U 4	A 3	Tim-Own	WF	R	6.2	135.	15x4x3/4	T
96	Federal.....21	2R 3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6-3 5/8 x4 1/4	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8 1/2 x2 7/8 x 1/4	TL
97	FWD.....MX6	6 10-15	12255	200	Op	52400	17100	B13.50/20	B13.50/20	Wau RB	6-5x5 3/4	BL 734	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x	C
98	.....X6	4F 10-12	8165	170	Op	40000	13400	B10.50/20	DB10.50/20	Wau 125	6-4 1/2 x5 1/2	Own U	A 5	Op	Own X	BF	H	6.72	66.8	7x3x	C
99	Hendrick'n.21D	4R 2-6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6-3 3/4 x4 3/4	Fu 5-A-38	U 5	No	Own 989	SF	H	Opt	Opt	8x3x	C
100	.....25D	4R 3-8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4 3/4	Fu 5-A-38	U 5	No	Own 989	SF	H	Opt	Opt	8x3x	C
101	.....32D	4R 4-9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4 3/4	Fu 5-A 38	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x	P
102	.....38D	4R 5-12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6-4 3/4 x5 1/4	Fu 5-A-53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x	P
103	.....40D	4R 12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6-4 3/4 x5 1/4	Fu 5-A-53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x	P
104	.....44D	4R 12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6-5x5 3/4	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x	P

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	MAIN BEARINGS: Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	134	5.1	100	15.6	48–3200	L	C	C	3–2	5	CC	No	Tll	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	....	30x1¾	46x1¾	N
2	134	5.1	100	15.6	48–3200	L	C	C	3–2	5	CC	No	Tll	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	38	30x1¼	46x1¼	N
3	393	4.9	260	42.0	103–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
4	428	4.7	280	45.9	107–2600	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
5	468	4.8	295	43.4	108–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
6	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
7	525	4.9	336	48.2	114–2200	L	G	C	7–3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
8	638	4.3	410	54.1	126–1850	L	G	C	4–3	10	FP	Bu	Str	P	DR	DR	D.Fu	Yo	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
9	779	4.3	475	66.1	170–1800	L	G	A	7–3	13½	FP	St	Zen	P	NE	NE	dp.BL	Yo	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3½	52x3½	C
10	214	4.9	142	27.3	72–3200	L	C	A	4–2½	6⅜	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F30B-1	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	50x2½	½
11	248	5.0	160	27.3	78–3200	L	C	A	7–2⅜	10	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F54B	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½
12	360	4.4	240	40.8	90–2500	L	C	C	7–2⅜	11	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F56B	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
13	360	4.4	240	40.8	90–2500	L	C	C	7–2⅜	11	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F-75AB	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
14	428	4.6	308	45.9	118–2600	H	C	A	7–2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½
15	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½
16	282	5.4	185	33.8	84–3200	L	G	C	7–2½	10¼	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Wis F–30B8	Ros	L4IHV	286	G	TX	120	67¾	34	40x2½	48x2½	½
17	251	4.5	160	25.6	50–2000	H	G	C	3–2 r	8	PC	No	Zen	V	DR	DR	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
18	315	4.5	200	33.7	72–2500	L	G	C	7–2½	12¾	PC	Wa	Zen	V	DR	DR	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
19	381	4.5	240	40.8	85–2400	L	G	C	7–2⅝	12¾	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	N
20	398	4.0	210	36.1	56–1350	T	G	C	3–2	12	PC	Pe	Str	G	DR	DR	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
21	411	4.6	265	40.8	91–2300	L	G	C	7–3	13¼	PC	Wa	Zen	M	DR	DR	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
22	411	4.6	265	40.8	91–2300	L	G	C	7–3	13¼	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	N
23	462	4.5	300	45.9	102–2400	L	G	C	7–3	13¼	PC	Wa	Zen	V	DR	DR	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
24	462	4.5	300	45.9	102–2400	L	G	C	7–3	13¼	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
25	517	4.6	330	51.3	110–2300	L	G	C	7–3	13¾	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
26	517	4.6	330	51.3	110–2300	L	G	C	7–3	13¾	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
27	411	4.6	265	40.8	91–2300	L	G	C	7–3	13½	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
28	517	4.4	330	51.3	110–2300	L	G	C	7–3	13½	PC	Wa	Zen	M	DR	DR	dp.BL	Pe	Blo	Wis	Ros	B4IMV	666	G	T4	156	113	34	48x3½	52x4	½
29	282	5.4	185	33.8	84–3200	L	G	C	7–2½	10¼	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Wis F30B8	Ros	L4IHV	286	G	TX	89	62¾	34	40x2½	48x2½	½
30	677	4.4	460	60.	145–2000	L	G	H	4–3½	11½	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
31	462	5.2	330	45.9	125–2500	F	G	H	7–3	13½	PC	Wa	Zen	P	DR	DR	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
32	462	5.2	330	45.9	125–2500	F	G	H	7–3	13⅝	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
33	282	5.4	176	33.8	73–2800	L	G	A	7–2½	10	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Wis F30B	Ros	L4IHV	260	G	TD	76	46¼	34	37x2¼	54x2½	½
34	282	5.4	176	33.8	73–2800	L	G	A	7–2½	10	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	.....	Ros	L4IHV	260	G	TD	91⅜	55¾	34	37x2¼	54x2½	½
35	339	4.7	226	38.4	76–2400	L	G	A	7–2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis F500	Ros	L4IHV	330	G	TD	111	72½	34	40x2½	50x3	N
36	428	4.5	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis F212H	Ros	L4IHV	492	G	TD	115¼	72	34	44x3	50x4	N
37	428	4.5	283	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis F580H	Ros	L4IHV	345	G	TD	115¼	72	34	44x3	50x4	N
38	501	4.5	330	48.6	106–2000	L	G	A	7–3	12½	PC	Ha	Str	M	AL	AL	DP.BL	Yo	Spi	Wis F311H	Ros	L4IHV	582	G	TD	144	84	34	44x3	50x4	N
39	707	4.5	455	60	148–2000	L	G	A	7–3½	....	PC	Ha	Str	M	AL	AL	DP.BL	Yo	Spi	Wis 1737W	Ros	Ws4IA	648	G	TD	144	84	34	44x3	50x4	N
40	228	5.1	156	27.3	68–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½
41	282	5.3	193	33.7	84–2800	L	G	A	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½
42	339	5.0	235	38.4	94–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½
43	383	5.0	265	43.3	106–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	384	a	FD	119	72	34	44x3	52x3	½
44	383	5.0	265	43.3	106–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	328	a	FD	119	72	34	44x3	52x3	½
45	428	4.4	280	45.9	94–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	328	a	FD	109	72	34	44x3	52x3½	½
46	478	4.4	320	51.3	104–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	410	a	FD	109	72	34	44x3	52x3½	½
47	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	109	72	34	44x3	52x3½	½
48	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	121	84	34	44x3	52x3½	½
49	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	2FD	140	102	34	52x4	54x4	½
50	263	5.4	164	31.5	68–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Own JB	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
51	282	5.3	176	33.7	73–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Own JC	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
52	383	4.7	265	43.3	96–2200	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BB	Ch	Spi	Own WLD	Ros	B4IMV	592	G	TX	112¼	82	34	44x2½	50x3	..
53	360	4.7	245	40.3	90–2200	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own WLX	Ros	B4IMV	592	G	TX	112¼	82	34	44x2½	50x3	..
54	383	4.7	265	43.3	91–2000	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	..
55	383	4.7	265	43.3	91–2000	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
56	453	4.4	297	48.6	95–2000	L	G	C	7–3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
57	453	4.4	297	48.6	95–2000	L	G	C	7–3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
58	500	4.3	330	48.6	106–2000	L	G	A	7–3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
59	500	4.9	330	48.6	106–2000	L	G	A	7–3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own R3S	Ros	L4IH	516	G	TX	112¼	82	34	44x2½	50x3	½
60	529	4.9	350	51.3	112–2000	L	G	A	7–3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
61	529	4.9	350	51.3	112–2000	L	G	A	7–3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½
62	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own BG3	Ros	B4IMV	666	G	TX	119	85	36	48x3½	52x4	½
63	855	4.5	555	72.8	180–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own GD	Ros	B4IMV	666	G	TX	119	85	36	48x3½	52x4	½
64	381	4.5	240	40.0	85–2200	L	G	C	7–2½	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	120	84	34	48x3	48x3	½
65	404	6.5	260	43.	90–2500	L	G	A	7–2⅜	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FZN	Ros	O4FXM	550	D	FM	120	84	34	48x3	48x3	½
66	462	5.1	320	46.0	110–2500	L	G	A	7–3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	550	D	FM	120	84	34	48x4	48x4	½
67	517	5.0	345	51.	120–2500	L	G	A	7–3½	13⅝	PC	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FKM	Ros	O4FXM	550	D	FM	120	84	34	52x4	52x4	½
68	517	5.1	345	51.0	120–2500	L	G	A	7–3	13⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½
69	517	4.5	330	51.0	110–2000	L	C	A	7–3	13⅞	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
70	677	4.5	440	60.0	150–2000	L	G	A	7–3½	10⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
71	677	4.5	440	60.0	150–2000	L	G	A	7–3½	10⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own FB	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
72	360	4.5	240	40.8	90–2500	H	G	N	7–2½	13	CC	KP	Zen	M	AL	AL	P. Li	GO	Spi	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N
73	360	4.4	240	40.8	90–2500	L	C	C	7–2½	11	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N
74	420	5.2	300	44.4	130–2800	L	G	A	5–2¾	12¾	FP	Ly	Str	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	N
75	381	4.6	276	40.0	106–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
76	428	4.6	276	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
77	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13	FP	Op	Zen	M	DR	DR	P. BL	Pe	Spi	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	½
78	428	4.6	276	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
79	707	4.5	460	60.0	150–2000	L	G	A	7–3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
80	611	4.5	384	54.1	127–2300	L	G	A	7–3	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
81	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
82	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L6IH	422	a	XF	180	111½	33½	40x2¼	46x3	½
83	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IH	842	a	DF	246	149	33	46x3	64x4	½
84	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	46x3	64x5	½
85	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	45x3	64x5	½
86	309	4.7	198	21.0	96–3000	L	G	S	7–2½	11¼	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O6IHV	657	a	CD	218	114⅜	34½	42x3	56¼x4	N
87	255	5.3	182	27.3	90–3200	F	G	A	4–2½	7	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	557	G	TX	168	115½	34	37x2½	50¼x4	N
88	358	5.2	254	38.4	110–2800	F	G	A	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35020H	Ros	L6IHV	643	G	FD	168	115½	34	41x2½	50¼x4	N
89	462	17.	275	46.0	100–2200	H	G	A	7–3½	13¼	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 35020H	Ros	L6IHV	643	G	FD	168	115½	34	41x2½	50½x4	N
90	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114¼	33½	41x3	46x3½	N
91	462	5.2	324	46.0	125–2600	F	G	A	7–3	13⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450N	Ros	Ws4rIA	760	H	FD	168	114⅜	33½	41x3	46x3½	N
92	585	17.	350	54.1	125–2200	H	G	A	7–3½	18¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 26450N	Ros	Ws4rIA	760	H	FD	168	114⅜	33½	41x3	46x3½	N
93	677	4.4	440	60.	125–1800	L	G	A	4–3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27050N	Ros	Ws4rIA	760	H	FD	214¼	144⅞	33½	42½x3	49½x4	N
94	677	4.4	440	60.0	125–1800	L	G	A	4–3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27050N	Ros	Ws4rIA	760	H	FD	214¼	144⅞	33½	42½x3	46x3½	N
95	648	17.	410	60.0	140–2200	H	G	A	7–3½	18¾	FP	Wa	No	M	CI	LN	P.BL	Pe	Spi	Tim 27050N	Ros	Ws4rIA	760	H	FD	214¼	144⅞	33½	42½x3	46x3½	N
96	263	5.4	164	31.5	67–2600	L	G	A	7–2½	10¼	PC	Mo	Zen	M	DR	DR	P BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
97	677	5.2	460	60.0	125–2000	L	G	H	4–3½	11¼	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3¼	40x5	N
98	462	5.2	330	45.9	125–2500	F	G	H	7–3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	O61A	864	G	4I	180	137	36	42¾x2½	44x3	N
90	255	4.6	182	27.3	90–3200	F	G	C	4–2½	6¼	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
91	358	4.6	254	38.4	110–2800	F	G	C	7–2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N
92	358	4.6	254	38.4	110–2800	F	G	C	7–2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40½x3½	35½x4	N
93	462	4.6	324	45.9	125–2600	F	G	C	7–3	13⅜	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N
94	462	4.6	324	45.9	125–2600	F	G	C	7–3	13⅜	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N
95	677	4.6	440	60.0	126–1850	L	G	C	4–3½	10⅞	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	N

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	ENGINE Make and Model	No. of Cylinders, Bore and Stroke	TRANSMISSION Make and Model	Location, Forward Speeds	Aux. Location and Speeds	REAR AXLE Make and Model	Gear and Type	Drive & Torque	GEAR RATIOS In High	In Low	FRAME Side Rail Dimensions	Type
1	Hug.....97LD	4R 7½	8120	148	148	50000	12990	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5A530	U5	A 2	Wis SD310AH	2F	R	6.53	133.	9X4½x¼	
† 2	99	4R 10	9650	148	148	64500	15100	B10.50/20	DB10.50/20	Bud GF6	6-4¾ x6	Sp1 7341-703	U 4	A 3	Wis SD420AW	2F	R	7.66	168.	9x4½x⅝	
3	Ind..95SBT-151	2C 3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 2353	U 4	No	Tim SBT151	SF	A	7.4	45.8	7⅛x2¾x⅛	
4	.....95SW-75	4R 3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 2353	U 4	No	Tim SW75	WF	A	7.4	45.8	7⅛x2¾x⅛	
5	...17ASW151	4R 3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Tim SW151	WF	A	6.4	403	8½x3x⅛	
6	...17SBT251	2C 4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6-4⅛x4¾	BL 5241	U 4	Op	Tim SBT251	SF	A	6.1	37.8	8½x3x⅛	
7	...17SW251	4R 4	3900	188	224	28000	9500	P34x7	UP34x7	Her YXC	6-4⅛x4¾	BL 5241	U 4	Op	Tim SW251	WF	A	6.2	38.1	8½x3x⅛	
8	.....16X6	6 3-4	5650	160	...	20000	8000	B7.00/20	DB7.00/20	Her YXC	6-4⅛x4¾	BL 5341	U 4	A 2	Wis SFD151	2F	A	7.0	113	8½x3x⅛	
9	.....18X6	6 4½-6	6650	172	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6-4½x5¼	BL 5341	U 4	A 2	Wis SD251H	2F	A	7.83	132	8¼x3x⅛	
10	.....20X6	6 5½-8	8950	200	...	36000	15000	B9.75/20	DB9.75/20	Her HXB	6-5x6	BL 7341	U 4	A 2	Wis SFD320W	2F	A	9.11	146	10x3x⅛	
11	.....22X6	6 7½-10	12100	200	...	40000	16000	B9.75/24	DB9.75/24	Her HXB	6-5x6	BL 7341	U 4	A 3	Wis SFD420W	2F	A	9.11	168	10x3x⅛	
12	Ken.....89SBT	2C 7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	
13	.....127SBT	2C 8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6-4½x4½	BL 3341	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	
14	.....146SBT	2C 9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 5341	U 4	Op	Tim SBT251	SF	A	7.8	48.	8x3x¼	
15	.....D-146-SW	9	7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D-415	6-4x5½	BL 5341	U 4	Op	Tim SW251SW	SF	H	7.5	47.6	8x3x¼	
16	.....186SDT	2C 10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	BL 5341	U 4	A 3	TimSDT320SW	2F	H	7.33	104.	9x3x¼	
17	.....241SDT	2C 10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5½	BL 7341	U 4	A 3	TimSDT320SW	2F	H	7.33	85.5	9x3x¼	
18	.....D-346-C	4R 10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6-4¼x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	6.8	92.	8x3x¼	
19	.....346A	4R 10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6-4½x5½	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	84.5	8x3x¼	
20	.....346C	4R 10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	98.4	8x3x¼	
21	.....386C	4R 10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 7341	U 4	A 3	Tim SW420SW	WF	H	7.60	103.	8x3x¼	
22	Kleiber.... 81	5	3200	180	190	20000	6500	P32x6	DP32x6	Her JXB	6-3¾x4¼	BL 2241	U 4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	
23	121	7	4200	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 3241	U 4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	
24	141	9	5000	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6-4¾x4¼	BL 5241	U 4	No	Tim SBT251	BF	R	6.84	41.	7½x3¼x¼	
25	La Fran-B..Q6	4R 9-12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12-4x5	BL 714	U 4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	L
26	Le Moon (9) 701	4R 5-6	4475	187	199	.....	8500	B8.25/20	DB8.25/20	Lyc AEC	8-3¾x4¼	Fu VUOG	U 5	No	T 63703-97H	WF	R	6.20	43.8	7x4x¼	
27	.....(9) 801	4R 6-7	5100	187	199	.....	9720	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¼	Fu VUOG	U 5	No	Tt 65703-97H	WF	H	6.75	47.7	7x4x¼	
28	802	4R 6-7	5350	187	199	.....	9800	B9.00/20	DB9.00/20	Wau 6SRL	6-4½x5½	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.7	7x4x¼	
29	900	4R 7-8	6775	191	203	.....	12000	B9.75/20	DB9.75/20	Wau 6SRL	6-4½x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x¼	
30	1000	4R 8-10	7950	196	208	.....	12600	B9.75/24	DB9.75/24	Wau 6AB	6-4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x¼	
31	1200	4R 10-12	8500	196	208	.....	14000	B9.75/24	DB9.75/24	Wau 6RB	6-5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	
32	.....1200D	4R 10-12	9750	196	208	.....	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6-4¼x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x¼	
33	Mack.....BX	4R 8-15	7950	178	219	.....	12100	B8.25/22	DB8.25/22	Own CF	6-4⅛x5½	Own BX	U 5	No	Own BX6	2F	A	4.71	46.0	9½x3x¼	
34	.....BQ	4R 8-15	9350	185	233	.....	14500	B9.75/22	DB9.75/22	Own BQ	6-4½x5¾	Own BQ	A 4	No	Own BX6	2F	A	6.54	41.9	10⅛x3x¼	
35	.....AC	4R 8-15	8500	171	221	.....	14500	P40x8	DP40x8	Own BQ	6-4½x5¾	Own AC	J 4	No	Own AC6	CD	R	9.26	59.4	8¾x3x¼	
36	.....AK	4R 8-15	9000	171	221	.....	15900	B9.75/22	DB9.75/22	Own BQ	6-4½x5¾	Own AK	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x¼	
37	.....AP	4R 8-15	10500	171	221	.....	14900	P40x8	DP40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC6	CD	R	9.26	59.4	8¾x3x¼	
38	.....AP	4R 8-15	11000	171	221	.....	16400	B9.75/22	DB9.75/22	Own AP	6-5x6	Own AK	A 4	No	Own AK6	2F	A	7.46	47.8	8¾x3x¼	
39	Mar. Her.TH310A-6	10	10000	193	229	.....	13600	B9.75/22	DB9.75/22	Her RXC	6-4½x5¼	Fu 5-A-330	U 5	A 2	Own-Wis	2F	R	9.11	163.	8½x3x¼	
40	..(13)TH315	6 12-13	12500	198	234	.....	16600	B9.75/22	DB9.75/22	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x¼	
41	..(13)TH320	6 15-18	14500	225	255	.....	18300	B10.50/24	DB10.50/24	Her HXC	6-5½x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188	10x3x⅜	
42	More. ED25M	4R 7	4255	184	Op	25000	8000	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9⅛x3¼x¼	
43	land. HD34M	4R 10	6245	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9⅛x3¼x¼	
44	.....TD34	4R 10	7680	221	Op	34000	13250	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 724	U 4	No	Tim 66720	W	R	8.74	62.0	11x3⅜x¼	
45	Sterling.....FBT13D	7-8	***	164	194	.....	26000	7325	B8.25/20	DB8.25/20	Wau 6BK	6-3¾x4¼	Own UC17	U 5	No	Own	SF	R	7.4	55.7	10x3x¼	
46	.....FDT180	2C 10-10½	***	178	208	36000	11485	B9.75/20	DB9.75/20	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¾x¼	
47	.....FDT200	2C 12-12½	7670	178	208	40000	11985	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¾x¼	
48	.....FDT250	2C 16-16½	8865	186	216	50000	12985	B10.50/20	DB10.50/20	Wau 6RB	6-5x5¾	Own UC9	U 4	Op	Own	2F	R	9.20	50.0	12x3¾x¼	
49	.....FCT180	2C 10-10½	7265	178	208	36000	11482	B9.75/20	DB9.75/20	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¾x¼	
50	.....FCT200	2C 12-12½	7685	178	208	40000	11985	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¼x¼	
51	.....FCT250	2C 16-16½	***	186	216	50000	12985	B10.50/20	DB10.50/20	Wau 6RB	6-5x5¾	Own UC9	U 4	Op	Own	CD	R	9.44	57.3	12x3¾x¼	
52	.....HCS210	4R 12-18	***	182	198	55000	14685	P40x8	DP40x8	Wau 6RB	6-5x5¼	Own UC9	U 4	Op	Own	CD	R	10.0	42.3	9½x3¼x¼	
53	(D). FDT180D	2C 10-10½	***	178	208	36000	12585	B9.75/20	DB9.75/20	Wau 6D100	6-4½x5½	Own UC2	U 4	Op	Own	2F	R	9.41	62.9	12x3¾x¼	
54	(D). FDT200D	2C 12-12½	***	186	216	40000	13055	B9.75/20	DB9.75/20	Wau 6D125	6-4½x5½	Own UC2	U 4	Op	Own	2F	R	9.20	61.3	12x3¾x¼	
55	(D). FDT250D	2C 16-16½	***	186	216	50000	13335	B10.50/20	DB10.50/20	Wau 6D140	6-5x5½	Own UC9	U 4	Op	Own	2F	R	9.20	50.0	12x3¾x¼	
56	(D). FDT250H	2C 16-16½	***	186	216	50000	13380	B10.50/20	Cum 6H Die	6-4¼x6	Own UC9	U 4	Op	Own	2F	R	9.20	50.0	12x3¾x¼	
57	(D). FCT180D	2C 10-10½	***	178	208	36000	12235	B9.75/20	DB9.75/20	Wau 6D100	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¾x¼	
58	(D). FCT200D	2C 12-12½	***	186	216	40000	13085	B9.75/20	DB9.75/20	Wau 6D125	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.30	55.3	12x3¾x¼	
59	(D). FCT250D	2C 16-16½	***	186	216	50000	13835	B10.50/20	DB10.50/20	Wau 6D140	6-5x5½	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	12x3¾x¼	
60	(D). FCT250H	2C 16-16½	***	186	216	50000	13580	B10.50/20	Cum 6H Die	6-4¼x6	Own UC9	U 4	Op	Own	CD	R	9.44	51.3	12x3¾x¼	
61	(D). HCS210H	4R 12-18	***	192	198	55000	15285	P40x8	DP40x8	Cum 6H Die	6-4¼x6	Own UC9	U 4	Op	Own	CD	R	10.0	42.3	12x3¼x¼	
62	Ward 440TG	15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6-4¼x6	BL 7351	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	
63	LaFr. 440TR	15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6-5x5¾	BL 7351	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	
64	340	7½	4490	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6-4¾x4¾	BL 5351	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	
65	.....400T5	12	7100	208	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 5351	U 5	No	Tim SW320tw	WF	R	8.5	65.5	14x3¼x¼	
66	Wht630SW320W	4R 9-11	(2a)	193	205	.....	10000	B9.00/20	DB9.00/20	Own 7A	6-4¼x5½	Own 4B	U 4	No	TimSW320W	WF	R	...	...	8½x3¼x¼	C
67	...643SW420	4E 12-14	(2a)	198	215	.....	14400	P40x8	DP40x8	Own 5A	6-4½x5¾	Own 10B	U 5	No	TimSW410W	WF	R	10.2	69.1	8½x3½x¼	C
•	**Electrics**																				
68	Brockway.....50-E	1-1½	1380	91	Op	8600	2450	P32x6	P32x6	GE Elec	.....	.....	.....	.....	Tim 53200H	SF	H	.....	.....	5x6	CD
69	.....50-E-1	1	1500	91	112	7500	2850	P30x5	P30x5	GE Elec	.....	.....	.....	.....	Tim 53200H	SF	H	.....	.....	5x6	CD
70	.....125-E	2-3	2400	136	Op	14000	4800	B8.25/20	DB8.25/20	GE Elec	.....	.....	.....	.....	Tim 54300H	SF	H	.....	.....	7½x2½x¼	C
71	.....140-E	3-4	3200	146	Op	19500	5500	B9.00/20	DB9.00/20	West Elec	.....	.....	.....	.....	Wis 4916L	2F	H	.....	.....	7½x8x¼	C
72	.....170-E	5-6	3650	146	Op	24000	6700	B9.75/20	DB9.75/20	West Elec	.....	.....	.....	.....	Wis 70000L	2F	H	.....	.....	8x3x¼	C
73	Walker.....401	¾-1	1095	96	Op	6850	2050	P30x5	P30x5	Electric	.....	.....	.....	.....	Own	2/½	T	.....	19.1	4x2x¼	C
74	404	¾-1	1095	95	Op	7000	2200	P32x6	P32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	19.1	4x2x¼	C
75	406	¾-1	1095	109	Op	7200	2400	P32x6	P32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	10.5	4x2x¼	C
76	410	¾-1	1095	116	Op	6600	2650	P32x6	P32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	10.5	4x2x¼	C
77	420	1½-2	1495	115	Op	12300	3300	P32x6	DP32x6	Electric	.....	.....	.....	.....	Own	2/½	T	.....	15.4	5x2x¼	C
78	425	2-2½	2190	126	Op	13200	4800	P32x6	DP32x6	Electric	.....	.....	.....	.....	Own	2F	H	.....	15.6	5x2x¼	P
79	430	2-3	2700	126	Op	15400	5200	P34x7	DP34x7	Electric	.....	.....	.....	.....	Own	2F	H	.....	15.6	5x2x¼	P
80	440	3-4	3475	145	Op	19400	5800	P36x8	DP36x8	Electric	.....	.....	.....	.....	Own	2F	H	.....	14.7	6x2x¼	P
81	450	5-6	3750	160	Op	24200	6600	P38x9	DP38x9	Electric	.....	.....	.....	.....	Own	2F	H	.....	14.7	7x3x¼	P

†—Denotes new model or change in specifications.

'Decal' Transfers Are 'De Berries'

(CONTINUED FROM PAGE 29)

use a little benzine on a cloth. Fig. 6.

If a transfer peels or cracks after application it may be due to the coat of varnish or glue being applied too thickly; the coat or glue may not have soaked long enough or become tacky enough, or the glue was not thoroughly removed after the transfer was applied. These cautions should be carefully observed.

AFTER the decal has been applied and allowed to dry, the entire surface of the truck body should be given a coat of varnish or clear synthetic. In the event, however, that the varnished surface becomes scratched and marred, it is possible to remove the clear synthetic coat without removing or cutting the decalcomania. This may be done simply by soaking a small area of the surface with ammonia. After this area has soaked a minute, wet it again and proceed to remove the film with a scraper. The clear film will come off without insuring the decal. If a design is injured in any way, the injury may be repaired without the need of a whole new transfer.

What does a decal transfer cost? Decal prices are based on the square inch area they occupy in the design. Consideration must be given to the nature of the design and number of colors used. A small decal sticker of the "no rider" type may cost about five

Line Number	ENGINE DETAILS: Displacement	Comp. Ratio	Torque lb. ft.	A.M.A. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Argmt.	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetor Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make Location Type Operat'n	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 715	Ros	L4r1H	720	G	TD	139	88¼	38	41⅛x3	53x4	N
2	638	4.3	410	54.1	126-1850	L	G	C	4-3	10	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 1679	Ros	Ws6IA	806	G	TD	139	88¼	38½	41⅛x3	53x4	N
3	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
4	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	93	34	37x2¼	44x3	N
5	339	4.4	210	38.4	76-2400	L	G	A	7-2½	13¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L41HV	559	G	CD	168	101	34½	39½x2½	52x4	N
6	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2¼	52x4	N
7	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L6 HV	625	G	CD	168	101	34½	40x2½	52x4	N
8	428	4.5	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis F200	Ros	L4IHV	406	G	TD	122	72	34	44x3	52x4	N
9	529	5.4	350	51.3	111-2600	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis 210	Ros	L4IHV	576	G	TD	142	84	34	44x3	52x4	N
10	707	5.4	455	60	148-2000	L	G	A	7-3½	....	PC	Ha	Str	M	AL	AL	DP.BL	Yo	Spi	Wis F310	Ros	Ws4IA	588	G	TD	170	99	34	44x3	42x4	N
11	707	5.4	455	60	148-2000	L	G	A	7-3½	....	PC	Ha	Str	M	AL	AL	DP.BL	Yo	Spi	Wis F310	Ros	Ws4IA	588	G	TD	168	100	34	44x3	42x4	N
12	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
13	361	4.4	235	40.8	83-2400	L	G	A	7-2¾	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	586	a	FD	168	102	31½	38x2½	52x4	N
14	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
15	415	14.3	264	38.4	93-2000	H	G	A	7-3	11½	FP	Pe	No	B	No	LN	P.BL	Pe	Spi	Tim35120TW	Ros	Ws6IA	781	a	FD	192	120	31½	42x3	62x4	N
16	453	4.7	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
17	501	4.9	330	48.6	110-2200	L	G	A	7-3	12¾	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
18	672	17	420	57.	125-1800	H	G	C	7-3¼	13¾	FP	Cu	No	C	No	LN	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
19	468	4.4	322	43.3	125-2400	H	C	A	7-2½	10¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
20	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
21	707	4.4	506	60.0	170-2000	H	C	A	7-3½	11	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	N
22	268	5.4	164	31.5	70-3000	L	G	C	7-2½	10¼	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L6IHV	412	G	TD	168	104	34	38x2¼	47x3	N
23	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	559	G	TD	170	108	34	38x2½	56x4	N
24	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	654	G	TD	180	118	34	38x2½	56x4	N
25	754	5.1	510	76.7	240-2900	H	C	C	4-3½	10	PC	No	Zen	M	DR	DR	dp. Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111½	216	34	44x3	None	N
26	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
27	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
28	462	4.5	300	45.9	98-2000	L	G	A	7-3	13½	PC	Wa	Str	M	My	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
29	462	4.5	300	45.9	98-2000	L	G	A	7-3	13½	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
30	549	4.5	332	48.6	100-2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
31	677	4.6	460	60.0	127-2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
32	672	17.1	420	57.0	125-1800	H	G	C	7-3¾	16½	FP	Ow	Ng	P	No	LN	dp BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
33	468	5.2	310	43.4	117-2400	L	G	C	7-3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Cle	Own BX	Own	O6IA	974	a	FX	192	109	33¼	54¼x3	48x3½	N
34	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O6IA	902	a	FX	192	111	33¾	50x3½	48x3½	N
35	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AC	Own	O6IA	930	a	FX	180	109	37½	48x3½	52x4	N
36	611	4.8	390	54.2	125-2200	L	G	C	4-3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	N
37	706	4.4	427	60.0	138-1900	L	G	C	4-3½	11¼	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O6IA	930	a	FX	180	109	38½	48x3½	52x4	N
38	706	4.4	427	60.0	138-1900	L	G	C	4-3½	11¼	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	N
39	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/61A	760	a	FD	152	102	34	44x3	46x4	N
40	707	4.5	449	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/61A	760	a	FD	174	102	34	44x3	46x4	N
41	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/61A	760	a	2FD	223	127	34	52x4	46x4	N
42	383	4.4	262	43.3	92-2400	L	G	C	7-2¾	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	N
43	561	4.9	330	48.6	110-2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	N
44	677	4.4	440	60.	125-1800	L	G	A	4-3½	11¾	CC	Wa	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27030W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	N
45	282	5.4	185	33.8	81-2800	L	G	C	7-2⅝	10¼	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 33000N	Ha	L4rIHV	400	a	TX	168	81	34	42x2½	52x4	N
46	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅜	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	808	a	TX	191	93	34	48x3	29x3	N
47	462	5.0	324	46.0	123-2300	F	G	A	7-3	13⅜	CC	En	Zen	M	MY	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	1056	a	TX	191	93	34	48x3	29x3	N
48	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11¾	CC	En	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4r1A	1056	a	TX	192	93	34	48x3	29x8	N
49	462	4.5	300	46.0	97-2000	L	G	C	7-3	13⅜	CC	En	Zen	M	DR	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	1152	s	TX	191	93	34	48x3	24½x3	N
50	462	5.0	324	46.0	123-2300	F	G	A	7-3	13⅜	CC	En	Zen	M	MY	DR	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	1152	s	JX	191	93	34	48x3	24½x3	N
51	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11¾	CC	En	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4r1A	1152	s	JX	192	93	34	48x3	24½x3	N
52	677	4.8	440	60.0	124-1800	L	G	C	4-3½	11¾	CC	En	Zen	M	RB	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	Ws4rIA	792	a	FX	182	95	34	48x3	59¾x3½	N
53	462	17.	275	46.0	100-2200	H	G	A	7-3½	13¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	808	a	TX	191	93	34	48x3	29x3	N
54	585	17.	350	54.1	122-2000	H	G	A	7-3¾	18¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	1056	a	TX	191	93	34	48x3	29x3	N
55	648	17.	410	60.0	138-2000	H	G	A	7-3½	18¾	FP	En	No	M	CI	LN	D.Ow	Mo	Spi	Tim 27450N	Ros	O4r1A	1056	a	TX	192	93	34	48x3	29x3	N
56	672	17.	420	57.0	125-1800	H	G	C	7-3¾	16½	CC	En	No	M	CI	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4r1A	1056	a	TX	192	93	34	48x3	29x3	N
57	462	17.	275	46.0	100-2200	H	G	A	7-3½	13¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	1152	s	TX	191	93	34	48x3	24½x3	N
58	585	17.	350	54.1	122-2000	H	G	A	7-3¾	18¾	FP	En	No	M	CI	LN	P.Ow	Mo	Spi	Tim 26450N	Ros	O4r1A	1152	s	JX	191	93	34	48x3	24½x3	N
59	648	17.	410	60.0	138-2000	H	G	A	7-3½	18¾	FP	En	No	M	CI	LN	D.Ow	Mo	Spi	Tim 27450N	Ros	O4r1A	1152	s	JX	192	93	34	48x3	24½x3	N
60	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4r1A	1152	s	JX	192	93	34	48x3	24½x3	N
61	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	DR	D.Ow	Pe	Spi	Tim 27452N	Ros	Ws4rIA	792	s	FX	182	95	34	48x3	59¾x3½	N
62	672	17.0	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim27452TW	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
63	677	5.5	466	60.0	145-2000	L	G	C	4-3½	11¾	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim27452TW	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
64	381	4.6	242	40.8	85-2500	L	G	C	7-2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	651	a	TD	192	115	34	42x3	52x4	N
65	462	4.6	324	45.9	125-2600	F	G	A	7-3	13½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	Ws6IA	902	a	TD	192	116¼	34	42x3	46x4	N
66	434	4.9	275	42.0	105-2100	H	G	S	7-2¼	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	Ws6IA	795	a	CI	194⅞	109¼	34	42x3	42x4	N
67	580	4.6	385	51.3	130-2050	H	S	C	7-3	15⅛	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194⅝	109¼	34	42x3	42x4	N
68													Sto	Bat					Spi	Tim 30000H	Ros	L4IH	248	G	CD			34	38x2	47½x2½	N
69													Sto	Bat					Spi	Tim 30000H	Ros	L4IH	248	G	CD			34	38x2	47½x2½	N
70													Sto	Bat					Spi	Col 5500A7	Ros	L4IH	365	G	CD	144	100½	34	40x2½	52x2½	½
71													Sto	Bat					Spi	Shu 15582B11	Ros	L4IH	365	G	CD	168	110½	34	40x2½	54x3	½
72													Sto	Bat					Spi	Shu 15582B11	Ros	L4IH	407	G	CD	170	110½	34	40x2½	54x3	½
73												No	Sto	Bat			None	No	No	Cla F212	Ros	B4IM	344	a	4I	66⅜	38¼	36	38x2	50x2¼	½
74																				Cla F212	Ros	B4IM	344	a	4I	62	35⅝	36	38x2	50x2½	½
75																				Cla F212	Ros	B4IM	344	a	4I	107	59	36	38x2	50x2½	½
76												No	Sto	Bat			None	No	No	Cla F212	Ros	B4IM	344	a	4I	114	75	32	38x2	50x2½	½
77												No	Sto	Bat			None	No	No	Cla F212	Ros	B4IM	344	a	4I	120	74	32	38x2	50x2½	½
78																				Tim	Ros	B4IM	571	a	4I	132	90	32	44x2½	52x3	½
79												No	Sto	Bat			None	No	No	Tim	Ros	B4IM	571	a	4I	138	90	32	44x2½	52x3	½
80												No	Sto	Bat			None	No	No	Tim	Ros	B4IM	678	a	4I	162	109	32	44x2½	52x3	½
81												No	Sto	Bat			None	No	No	Tim	Ros	B4IM	678	a	4I	192	124	32	44x2½	52x3	½

cents each. A specific idea of costs cannot be given unless the exact size, design and number of colors are known. But the saving over a hand painted job is considerable. Some jobs will show as high as 50 per cent saving over a period of a year, others possibly not quite so much. However, the decal process has made it possible for fleet operators to apply lettering and designs on their trucks at from one-fourth to one-third the cost of hand lettering. Cost is also dependent upon the number of pieces ordered. Certain Coca-Cola trucks which formerly cost $25 per truck for lettering are now having an attractive job done for $5 or less per truck with decals.

The decal job on the Miller North Broad Storage trucks (Philadelphia) takes about three and a half hours per truck. Decals cost about $25 per complete set in 50 set lots. This same job formerly tied up a truck for five days and cost as much as $125 per truck.

The Huber bakery truck shown here formerly cost $75 to decorate. The decal shown in the picture cost approximately $11 per set per 100 sets. Friehofer bakery in Philadelphia, Pa., is now using a decal on some of its equipment that costs only $3, whereas lettering formerly cost $15.

All in all, decals are economical in both time and labor. Hand lettering and designs are costly in themselves, to say nothing about the time lost with laid-up trucks. The lettering and illustrative matter on a large moving van can be finished in two or three hours compared to several days when hand painted.

DRIVING A DIESEL TO A NEW RECORD

(Continued from Page 23)

at the beach for five days, and each midnight some of us would ride over the course in a passenger car. Because of the tide this was the best time to observe conditions, and with each ride the report was a little worse than the previous one. Returning from one of these midnight observation tours we found that Mr. Hemphill had gone to bed in disgust, leaving a note pinned on my hotel room door. It was on hotel stationery and read as follows:

> Official AAA Beach Report
> It has both piles and
> worms and a soft bottom.
> (Signed) Dr. Beech-nut.

The morning following receipt of this inspiring message I asked the timers to set up the timing apparatus so that I could practice at about 100 m.p.h. Then, without telling anyone my intention, I was on my way. I pressed the accelerator down to the floor and kept it there as long and often as I could between bumps.

The trip south was rough on the boy in the front seat. I took an awful beating from the bumps and this bouncing kept me from using as much heavy-foot technique as the car should have had to respond to world's records. Bucking a headwind also contributed to a reduction in the touring speed, but at such times as I could look at the tachometer I could see that it was hovering in the right sector of the dial.

THE flag marking the starting of the course approached at what seemed to be about the right speed. It flashed past. Then came the fight to keep the car right side up and pointed in the right direction. Visibly there was a maze of hood, people on the sidelines who appeared to be dancing, flying sand, water, giggling dashboard and vaulting steering wheel. Physically I felt a seat hitting me at odd times in a place where it should be all the time, and a make-and-break contact between the floorboard and my right foot. On each make I would stamp down on the accelerator pedal. All of this was superimposed on a mental background of gutters, piles, worms and red sand—things to be avoided. Right in the midst of an argument between the steering wheel and me the finish flag flashed in my face. The wheel was easy to subdue at the cut-down speed.

I made the loop at the south end of the course in order to get headed back north without any knowledge or feeling as to whether I was hot or cold on Captain Eyston's record. Coming back, the bumps were a little worse because I hit them a little harder and was polishing them off from the other side. I had the same fleeting views of the same objects, with the feeling that the same worms were staring me in the face. The breeze added a little push here and there, and I was getting used to inhaling sand when I got a chance to breathe at all. Anyhow, I was having a little more success in transferring fuel from the tank to the engine when the finish flag met me and dropped astern.

I just got the car turned around and was returning to the course when the loud speakers which are strung up along the beach started squawking. The voice of an angel blared forth in raucous accents something I did not understand, and then I caught the words "record broken."

I AM very proud of having brought the Diesel speed record back to this country. I was extremely gratified that Sir Malcolm Campbell, from whose countryman I lifted it, was the first one to congratulate me. I am informed that Captain Eyston, who held the record with a speed of 120.033, is already making attempts on the Pendine sands of England to get the record back. I certainly wish him luck. I believe that anything done along these lines is helpful to the development of the Diesel engine, and I am a great deal more concerned with the development of the Diesel engine than I am with keeping the record my personal property.

In a spirit of helpfulness I would suggest that anyone who wants to make a try for the record, do it in the next few months, because after that time I fully expect that the record will be harder to break. I fully intend to present concrete evidence to corroborate my earlier statement, that the condition of the beach took 25 m.p.h. off the record, by reaching 150 m.p.h. on the salt beds of Lake Muroc, Utah, during the early part of May with this same car.

To get back to the car itself, several men who really have the interest of the Diesel engine at heart asked me not to build the car and make a public run with it, because they felt that it would not go above 105 m.p.h. Now, with their fears of public failure in an exacting test relieved, they are as happy over the outcome as I am.

The car was built in one month with the help of a loyal shop crew. It has a standard Waukesha Silver Comet Model 6D-140-648 engine. The axles, transmission, etc., were taken from a Model A Duesenberg. The frame was, of course, special and we had to build it. The engine was strictly a stock truck job without special accessories.

THE engine turned over 2700 r.p.m., which is plenty fast for a 5 x 5½-in. engine, and you have my word for it supported by a large number of eye witnesses that no smoke came out of the tail pipe at any time during the beach run. It is interesting to note that Sir Malcolm Campbell's Bluebird car uses 2.9 gallons of gasoline per mile, while the Hemphill-Waukesha Diesel car used less than 2 cents worth of fuel to break the record. The consumption was something under three pints of standard Shell No. 2 furnace oil.

Handling the car during the run was no different than handling a gasoline-powered car under the same circumstances. I have made no test of the acceleration of this car because I fear the effect of the torque on the light transmission and rear axle when coupled with this engine. However, the Diesel-engined cars I have driven at Indianapolis have accelerated up to their top speed faster than did most of the gasoline cars.

FOURTEEN years of racing have given me three big thrills. The first one was my first ride with Jimmy Murphy as a driver. It was shortly after Murphy had broken 100 m.p.h., and we actually rode around the Beverly Hills track at more than 100 m.p.h. The second thrill came when my 91-cu. in. car tore a hole in the board track at Salem, N. H., and I went flying through the air for several hundred feet with ease rivaling that of the man on the flying trapeze. The third one came when I pushed the Diesel engine speed record up a notch.

I feel sure that this last one will be the more lasting one because it is a thrill of achievement. It is based on something sound and something that I feel is a valuable contribution to the industry.

"GERTIE"

(Continued from Page 19)

With no sign outside the house to indicate which house is Gertie's or any indication that roomers are welcome, Gertie is able to keep her house filled to capacity most of the time. It is seldom that a driver can get a bed there after midnight unless his company reserves a room. There are seven rooms occupied by paying guests and the number of beds in the rooms vary from two to four.

The rooms with three or four beds are engaged by trucking companies, usually year in and year out, and the number of beds in the room depends upon the number of drivers the company wishes to lodge. Some of the companies pay by the week at a set rate, others pay a set rate per driver accommodated, per night, while still another way is to let the drivers pay their own bills and send in an expense account. In any event, Gertie says, "I get my money from companies or drivers without any particular difficulty, which is something I failed to do before I concentrated on the boys."

To Gertie all drivers are "boys." There are no special kinds or grades. They are just "boys." She has never reported driver misconduct to any employer. She has never had to use such measures. She says that when she has to do that, she will feel she is getting old and will quit the business. She did oust all the drivers of one line with enthusiasm and eclat when, after repeated warnings, they failed to abide by her code of conduct. Two of them came back and asked to be allowed to stay. Gertie was firm but genuinely sorry. "The two that came back are nice boys and behave themselves, but if I let them come back, soon the whole gang would be back and I would have the whole row to go through again," she said.

From her easy chair Gertie indicated a studio lounge across the large living room. "Business has reached the point where one of our family has to sleep on that. They have taken away from us a bedroom that we really need."

AT THIS point Gertie volunteered to show the house. The rooms and hall which were large and airy proved to be immaculately clean. "Nobody ever found a bug in my rooms," Gertie said with pride. I could well imagine that she was telling the truth from the spotless appearance of her living room. The furniture was old-fashioned but it was tastefully arranged; the whole impression given by the inside of the house was a pleasant one.

"Notice the linoleum," she continued. "I hated to rip up all the rugs and carpets, but the place could not otherwise be kept as clean as I wanted it to be." Gertie boosted her personal score with us on that one. We have had some experience with tank-town hotels ourselves and we prefer clean linoleum to crawling carpets.

"Of course, I'm always trying to improve the place," she went on, "and the next thing I'm going to do is replace all the double beds in the company rooms by single ones. I've found that the boys sleep better by themselves!" All this while, Gertie was showing us about. She walked into rooms without tiptoeing and she apparently made no effort to be quiet, but she disturbed no one. She noted the position of the windows for ventilation and the condition of the room at a glance, pulled the covers up over a chap who was coughing in his sleep and left. This business of walking into a room full of sleeping men without awakening any of them is part of the rooming house technique you will have to pick up for yourself. I did not pick up any inside information on that—I just marvelled.

PERHAPS it's Gertie's Dutch heritage of cleanliness that makes her give the drivers A1 hotel service in the matter of linens and towels. Sheets are changed daily regardless of repeated occupancy by the same driver. Clean towels are plentiful, but if misused, drivers will surely have a session with Gertie who knows how towels should be used and how you use them in your own home.

There is a definite code of conduct that all drivers who stay at Gertie's must live up to. No driver is permitted to have a key to the front door. Not even one of the old regulars. They ring the bell and Gertie lets them in at any hour of the day or night regardless of whether it is business or pleasure that keeps them out late. In the early days a few of the drivers brought their bona-fide wives and introduced them to Gertie in advance and were permitted to bring them into their rooms when they brought them on occasional trips to town. That practice is now barred. The business grew and it became impossible for Gertie to keep track of the wives and Gertie has no desire to stand at her front door at three o'clock in the morning and argue with a truck driver about whose wife he has with him.

IF A driver appears at the door drunk he does not get in and years of experience have taught Gertie to distinguish the fine line between having a couple of drinks and being drunk. Having a few drinks does not bar you. I quote Gertie on the subject of temperance, "Aside from the extra work of having a drunk around and the mess they usually make I don't want anyone making a noise and falling over the beds of the other boys." No driver has in recent years found a way of getting by Gertie and upstairs with a bottle in his pocket. In her greener years Gertie admits that it was done, but Gertie paid and learned.

None of the rooms is locked. Gertie does not allow it. She wants the rooms accessible so she can get in to awaken drivers and to see that none of them are sleeping with their clothes or shoes on and that they are behaving generally. It is too easy for one to disturb the sleep of many and for that reason she keeps a close check even when things seem to be going well.

This unusual keeper of an unusual rooming house plays the mother to the big bad truck drivers. No matter how late a pleasure-bent driver may stay out, she sees to it that he gets up on time. Before he gets to his room Gertie knows what time his truck is due out in the morning. Gertie may have to haul him out of bed, stand him up and put his shoes and pants on, but he gets out on time. She has never failed. She told us that she prides herself on the fact that no truck driver has lost his job at the Philadelphia end of his run for failure to report on time in good condition if he checked in at her place.

If a driver gets sick when he is at Gertie's place, "he gets treated just as if he were my husband." Some of them revel at some of the treatment and grumble like small boys but they finally submit to whatever Gertie thinks is good for them. She has been affectionately called everything from "Mom" to "kid" by the drivers as a reward for some special attention or favor. In the early days of handling drivers Gertie admits she must have been deficient because the drivers were sometimes careless and sometimes destructive but never were they as a class

(TURN TO PAGE 102, PLEASE)

STICK THEM UP! YOUR MONEY OR ANOTHER'S LIFE

(Continued from page 31)

new man with a reasonable accuracy, well and good, but there are few clerks or mechanics with this ability.

It is relatively unimportant whether the personnel manager's ability is due to experience or to instinct or because of the use of scientific or mechanical aids such as psychology or tests. It is the result that counts and the personnel manager should consistently maintain a good batting average in the elimination of undesirables before they get on the payroll.

AS a check on the personnel manager it is advisable that there be as a company policy a minimum standard for routine qualifications including such factors as age, eyesight, and physical condition. As many accidents could have been avoided by quicker thinking and better judgment on the part of one or both drivers, there should be some test that will indicate how quickly the applicant's mind reacts to a new situation. The test may vary from adroit questions given verbally by the interviewer to elaborate mechanical and written tests such as are used by some of the large department stores and the utility companies.

Before a new man is employed, we give him a road test under the supervision of a competent mechanic. Unfortunately a road test seldom discloses reckless or careless drivers since they are on their guard during a test, but it usually shows up highly nervous men and gives a fair indication of how familiar the applicant is with the type of equipment that is going to be entrusted to his care. It is recognized that any mental distraction decreases the ability to drive safely, and to an alert man a new job is in itself a distraction, which is one reason why we use a new man as a helper or a guard during the first few days of his employment. This gives him a chance to become acclimated to the organization, to become acquainted with his fellow workers and to see for himself the kind of driving we expect.

In fairness to the driver and also to discourage alibis, we require a new man to sign for having received a printed set of rules and regulations covering the basic factors of our driving policy.

Although we are in sympathy with the men's viewpoint that it is unethical to use under-cover men, we realize that field inspection is necessary, so we use inspectors who are known to the men. The inspectors drive about at random throughout the city, following and checking any of our cars that they happen to see. Any violation detected is called to the attention of the driver at the time and referred to the personnel department. No penalty becomes effective until the offender has read and signed a written complaint which becomes a part of the complete driving history that is kept of every man since he went on the payroll.

WE have found that this driving history is frequently of assistance in helping us to determine whether or not a man has some inherent defect either in his behaviorism or in his physical makeup. For convenience in keeping track of the relative standings of each driver we rate his actions both good and bad. Favorable actions such as number of miles driven are translated into merits, and unfavorable actions such as violations and accidents are translated into demerits. When a net credit balance of 3000 is reached it is exchanged for a $10 bonus, and when a net debit exceeds 8000, he may no longer drive.

To supplement verbal instructions, occasional bulletins, placards or posters such as are issued by the National Safety Council have proved to be of value in the training of drivers, but I feel that printed matter of this kind to be effective must be brief, to the point and carry an emotional appeal. Furthermore, printed matter, if issued too frequently, tends to become monotonous and thus lose attention value.

Since the majority of drivers are more impressed by what they hear than what they read, the management can usually get its ideas across most effectively at an occasional informal get-together meeting, which should be held without cost or inconvenience to the employes, and I have observed that the serving of light refreshments tends to put men in a more receptive mood.

When in spite of all efforts an accident does occur, there is a factor of salvage that can be capitalized, which is that in a friendly interview with the driver an analysis of the accident will frequently disclose some way in which our driver might have avoided the accident, even one for which he was not technically responsible. Although he may not admit that the accident could have been avoided, if he realizes it himself, it will probably have a beneficial effect in a similar experience in the future.

TO summarize: There are ten specific practical measures that have helped to raise our driving standard.

1. A personnel manager who is properly qualified for his job.
2. Specific minimum requirements that must be met by every new employee.
3. Efficient road test before employment.
4. Accustom the new man to the organization before he assumes the responsibility of driving.
5. Furnish the driver with clear-cut written statement of rules.
6. Unannounced field inspections.
7. Review of each accident with the driver.
8. A complete driving history of each man.
9. Distribution of safety posters and timely warnings.
10. Occasional get-together meets.

These specific measures are not necessarily the most important ones. I have purposely omitted mentioning practical measures which are obvious and are being used by every intelligent fleet owner, and have also omitted mentioning those which may be too costly or unsuitable to certain classes of fleets.

The problem of hiring and training drivers, like every other problem involving the human equation, cannot be solved by mechanical rules. They must be supported by intelligent effort and hard work.

(The substance of this article was given as a talk by Mr. Rose before the Greater New York Safety Conference).

Driver Bonus System

THE cash bonus system by which no-accident armored service drivers were awarded, was changed to the mileage system because of the flaws, loop holes and unfair situations created by the former. Under the mileage plan each driver is credited with one point for every mile driven. When he has a credit balance of 3000 points, he is awarded a $10 bonus. With every third consecutive bonus, a driver is given a safety certificate. The man's daily credit balance is debited for every accident according to a definite scale. The minimum number debited for an accident is 1000, if the accident was presumably not the fault of the driver and caused no damage. The maximum debited is 7000, which is for an accident definitely the fault of the driver.

If the debit balance should reach 8000 the man is restricted from driving. A driver could have a minor accident not his fault every 1000 miles, without hurting his record but without getting a bonus. He could have an accident for which the responsibility was doubtful every 5000 miles or he could have an accident for which he was responsible (but not due to recklessness) every 7000 miles.

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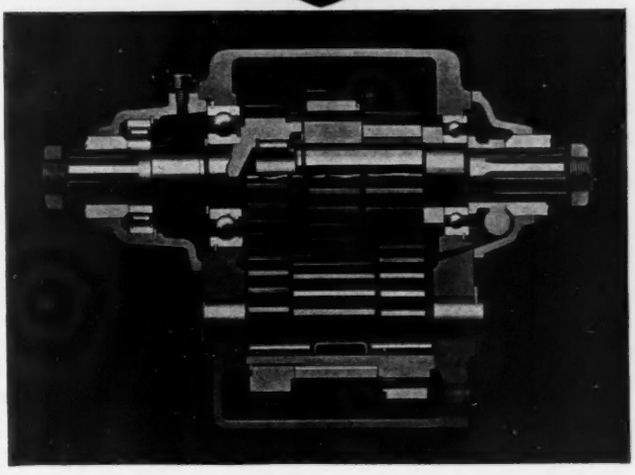

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● With this Brown-Lipe Auxiliary Transmission, the bus or truck operator can always use exactly the right range, and can readily change back and forth from one to the other. This is a great advantage over other types of units whether connected with the clutch or the axle . . . With the Auxiliary Transmission, the low-low speed gives greater traction on soft ground, rough roads and steep grades. The high-high speed gives about 25% faster road speed with no increase in gas or oil consumption.

(Left)—Compact, efficient, this Brown-Lipe Auxiliary Control can be used with all 3-speed Auxiliary Transmissions.

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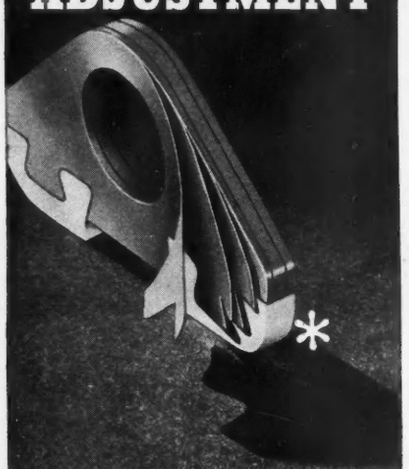
MANUFACTURING CORPORATION
TOLEDO, OHIO

BROWN-LIPE	SALISBURY	SPICER	PARISH
CLUTCHES and TRANSMISSIONS	FRONT and REAR AXLES	UNIVERSAL JOINTS	FRAMES READING, PA.

oil seal
PLUS QUICK ADJUSTMENT



*LAMINUM BABBITTED SHIMS FOR PROVIDING OIL SEAL. QUICK, accurate service adjustments by simply p-e-e-l-i-n-g the laminated shim away; the soft babbitt tips seal the oil in the bearing.
Standard in leading gasoline, diesel, oil and gas engines.
LAMINATED SHIM COMPANY, INC.
MFRS.: LONG ISLAND CITY, N. Y.
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DISTRIBUTORS: DETROIT, MICH.
649

STOP THAT WASTE! from IDLING MOTORS!
MOTO-KOP stops the motor when the truck is idle. Positive, Tamper-proof. Pays for itself in 9 months in reduced gas and maintenance costs.
The MOTO-KOP Automatic Ignition Control
PATENT PENDING

ROBIE AUTOMOTIVE ENGINEERING CORP.
1040 Boylston St., Boston

The Army Goes Over

(CONTINUED FROM PAGE 33)

to date has been due in large part to the fine morale and discipline throughout the Department and to the enthusiasm of its supervisory personnel in making all employees safety conscious.

What division heads did in promoting safety can best be explained by them.

By Colby M. Myers
1st Lieut., Corps of Engineers, Pacific Division

THE Pacific division operates trucks in Seattle, Portland, Sacramento, San Francisco, Los Angeles, Honolulu and the Territory of Hawaii. In winning the contest for large fleets—city trucking—an average of 31 trucks was regularly operated a total distance of 310,000 miles, or an average of 10,000 miles per truck, without an accident of any kind!

It is believed that this fine record is attributable mainly to two things: (1) high type of drivers employed, and (2) excellent mechanical condition in which vehicles are kept.

The drivers are obtained through the Civil Service. While it is necessary to take the men certified by the Civil Service there is some choice, and by interviewing and selecting from those certified, men of intelligence, good judgment and responsibility are obtained. The next step is to thoroughly instruct the drivers in all phases of safe driving. This includes a thorough working knowledge of the technicalities of safe driving, and a rigid observance of traffic laws and rules. Drivers are competent and safety-minded men.

The vehicles are at all times kept in first class mechanical condition. This is the responsibility of the driver and the foreman in charge of the fleet. Whenever the slightest defect occurs the driver, wherever he may be, makes the necessary repairs or goes to the nearest service station and has the trouble remedied. By this procedure the possibility of running a vehicle with, as an example, faulty brakes, until returned to the home repair shop is eliminated. By a careful system of daily inspection, combined with daily cleaning and washing, the mechanical condition is known at all times. This inspection combined with reports of the drivers, together with immediate and complete repairs, insures that a vehicle goes out in first class mechanical condition.

DeVilbiss
Spray-Painting Equipment—Spray Booths—Canopy Exhaust Systems—Exhaust Fans—Air Compressors—Hose and Hose Connections—Oil Guns.
THE DEVILBISS COMPANY
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Distributors or direct sales and service representatives available everywhere.

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NOC-OUT THE HOSE CLAMP WITH THE THUMBSCREW
Standard equipment hose clamp of the automotive and airplane industry. Your jobber has them.
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FWD Trucks
are available in sizes ranging in capacities from 1½ to 15 tons.
Write for bulletin.
The Four Wheel Drive Auto Co.
Clintonville, Wis.
Kitchener, Ontario, Canada

TRUCK AXLE RETHREADING DIE
Price $6.50. Catalog No. U131A
Battered threads on truck and bus axles readily straightened. Attach tool to good part of thread, screw it off shaft and you have a perfect thread. Big catalog of truck tools FREE.
SEND FOR FREE CATALOG
National
JACKSON, MICHIGAN

FOR BETTER PERFORMANCE
always replace worn spark plugs with
Defiance
SPARK PLUGS
Engineered for Replacement
DEFIANCE SPARK PLUGS, INC.
Toledo, Ohio
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Windsor, Ontario

ical condition. Brakes, steering gear, tires and lights are the mechanical deficiencies causing most accidents. They are given primary consideration and are always in the best possible condition.

By P. H. Timothy
Capt. Corps of Engineers
Gulf of Mexico Division

THE principal measures which contributed to the success of the Gulf of Mexico Division during the inter-city trucking contest for large fleets, conducted by the National Safety Council, may be briefly summarized as follows:

Inspection. Drivers are held responsible for the proper working condition of their trucks while in use. They are required to report promptly any defects in the running order of their trucks. Repairs are made by competent mechanics before the trucks are allowed to operate. In order to decrease the risk of accidents or breakdowns while on the road, drivers are required to inspect their trucks daily before commencing work. These inspections cover such items as brakes, horn, steering apparatus, tires, windshield wiper, lights, gas, water and oil. A thorough check-up, including a road test, is made by a mechanic every week on each truck.

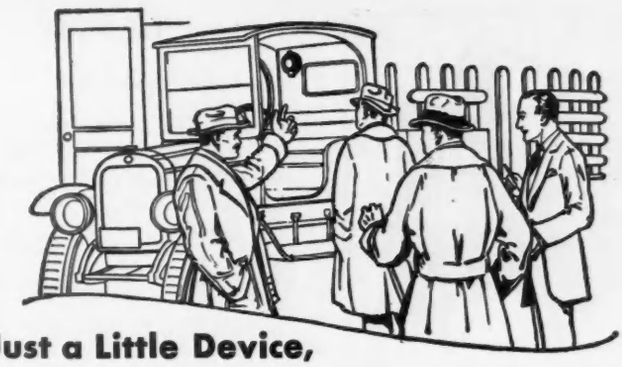
Competitions. In order to stimulate interest and to create a competitive spirit in the prevention of accidents, an Honor Roll, containing the names of all drivers who have not had an accident during the year, is published monthly. Letters of commendation are sent to each driver who finishes the year without an accident. These letters are attached to the employee's efficiency report.

Efficiency Reports. Efficiency reports are made out by the foremen every six months. The drivers are rated on the manner of performance of their duties. Accidents and any evidence of careless driving are noted on these reports. As these efficiency reports form the basis for increased pay and promotion, earnest efforts are made to prevent any unfavorable entries. Drivers are discharged for repeated offenses involving an accident or careless driving.

Edward N. Parker
Corps of Engineers,
Upper Mississippi Valley District

THE Upper Mississippi Valley Division, which won first place in the National Fleet Safety contest for small fleets in inter-city trucking for the year ending June 30, 1934, comprises four districts with headquarters at St. Louis, Chicago, Rock Island and St. Paul. The four districts operated an average of 56 trucks during the year 743,642 miles and had five accidents for an average of one accident to 148,728 miles of operation. One district operated 25 trucks over 373,000 miles with only two accidents, both accidents occurring while trucks were being driven by employees other than regular chauffeurs.

The success of the contest was largely due to the class of the employees and their interest and cooperation in carrying out Department and traffic regulations. The employees are appointed in accordance with Civil Service regulations based on experience, character, and physical qualifications. Frequent and thorough inspections are made and cars are maintained in good condition. Drivers are required to submit a report as to whether or not any defects or conditions which need attention develop on a trip. When an accident occurs, a complete investigation is made by a Military Assistant or a Board of Officers. This Board determines the responsibility for the accident. If the driver is found negligent, the accident becomes a personal liability for which he is responsible and must pay.



"It's Just a Little Device,
AND YET—
It Shows Every Move Your Truck Makes!

It's only 7 inches in diameter. . . It weighs only 2 pounds. . . It is tucked away inconspicuously in one corner of the cab . . It is not connected with hub or running gear. . . It's merely attached by a couple of ordinary screws or bolts.

And yet this simple little device *tells you every move your truck makes, all day!* It is called the SERVIS RECORDER.

It furnishes you each day a simple chart showing all busy time and idle time, for 1 day, 3 days or 7 days.

It is automatic—the truck "writes its own record"—it is mistake-proof—renders arguments unnecessary. Just tells the facts. Over 100,000 trucks are now equipped with the SERVIS RECORDER. Would you like further information?

This chart shows up all delays

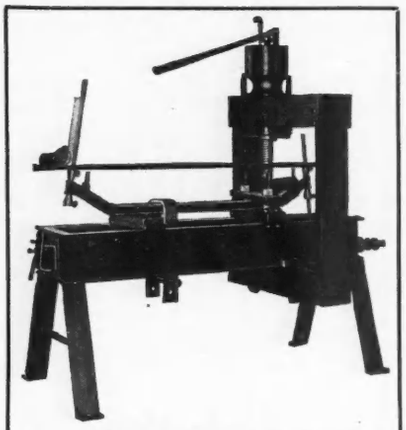
Here's a stop of 2 hours!

THE SERVIS RECORDER
"Keeps Trucks Busy"

The Service Recorder Company
1422 Euclid Ave., Cleveland, O.

FWD Promotes Pinkowsky

Lloyd J. Pinkowsky has been appointed purchasing agent for the Four Wheel Drive Auto Co., Clintonville, Wis.



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Straighten axles and parts cold—the correct way.
The Bee-Line 50-Ton hydraulic combination axle and arbor press, with its many outstanding exclusive features, provides a valuable asset to any shop.
Write today for literature and complete data. Bee-Line has a convenient deferred payment plan.

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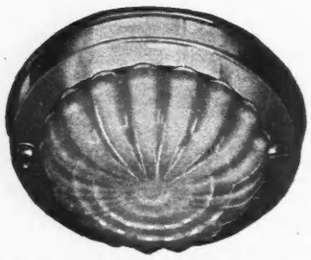

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Norton and Royal Lighting Equipment is known throughout the industry for its quality and efficiency. Standard equipment with America's leading coach, bus and truck manufacturers. A type, style and size available for every need. Fleet operators, dealers, jobbers and manufacturers write for complete catalog.

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SpeedWay

Standardize on SpeedWays
Steel Bodies — lighter, stronger, handier. Stand up under all manner of abuse. Try to stall a SpeedWay, you'll find over-capacity — power to handle emergencies. For the last word in drill design—see the SpeedWay before you buy. Check features. None can compare, still SpeedWays cost 20% less, type for type.

WRITE FOR CATALOG
SpeedWay Manufacturing Co.
1826 So. 52nd Ave., Cicero, Ill.

"GERTIE"

(CONTINUED FROM PAGE 67)

anything but gentlemen. At no time according to Gertie has she been insulted despite her surprising relations with her roomers.

HER many years of experience with truck drivers have taught her how to handle them. Conversation comes easy to her and she is never without an answer. This quality comes in especially handy when she is saying *no* to undesirables at the front door, a process at which she is particularly adept. She says she is "hot headed Dutch" but if she is, she hides it very well beneath a diplomatic bearing. She has met with the utmost composure young men who have rung her door bell at 1 o'clock in the morning and asked if this was Gertie's place and could they come in. Some of them she has never seen before and their best recommendation is their conversation. She has bunked drivers from Chicago, Salt Lake City, Utah, and points West, who have arrived in just such a manner and told her that they had heard of her place from other drivers on the road. It hurts her to turn them down when she has a full house but she has firmly refused to place cots in the hall even when sincerely urged to do so.

One young man came to the door for the first time and balked at the price of fifty cents for a bed for one night. He reminded her that he could get a bed in a flop house not far away for a dime. Gertie truly lost her temper. She told him, "if you don't know the difference between this place and a flop house that's where you belong," and with that she closed the door on him. He rang the bell again and came in docilely and has since been a regular customer.

How does she stand this tough life? Gertie has learned to catch her sleep between rings of the door bell which occur never more than an hour apart. She does most of her own work and supervises the rest very closely. Despite all the things Gertie does she does not give the impression of a woman who works overly hard. She is quite an unusual member of the trucking industry but a valuable one. The industry could stand more like her who could perform their jobs as efficiently and with as little fuss.

A Correction

James Wheatley, Jr., has been appointed Chicago district sales manager of the United States Asbestos Co., and not Raybestos-Manhattan, Inc., as was erroneously stated in the January issue.

DOUBLE ECONOMY
comes through the use of
Gardiner Acid-Core Solder
—its high quality assures permanent bonds, neat work and a minimum of labor costs. Experienced mechanics can do faster work and inexperienced help better work.
At the same time, due to modern production methods alone, Gardiner Solder costs less than ordinary solders.
Jobbers everywhere can supply you.

Gardiner METAL CO.
4832 So. Campbell Ave., Chicago, Illinois
Also makers of bar, body and wire solder and babbitt.

SHELL Petroleum did - - - -

Nearly three years ago they started cutting tire costs with Kwick-Kut. Since then they have put 30 Kwick-Kuts into service.

Kwick-Kut will cut YOUR tire costs. Let us prove it without obligation to you. Write.

KWICK-KUT MFG. CO., Inc. 3840 Arsenal St. St. Louis, Mo.

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B.&J. TRAILERS
HAVE GRAVITY SPRING SUSPENSION
Every Demonstration Becomes a Sale
Write for bulletin
B. & J. TRAILER CO.
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TON CAPACITY $14.25 DELIVERED HERE

Think of it! A sturdy, compact, dependable hydraulic jack, rated 7 ton capacity only $14.25 . . . 12 ton models $21.35 . . . Also 5 ton models at $10.75, 3 ton at $8.65 and 1½ ton at $2.99. (All prices net to the dealer, and slightly higher west of Denver.) Write for details.

HEIN-WERNER MOTOR PARTS CORP.
Waukesha, Wisconsin

FEW MODELS ENGINEERED TO DO THE WORK OF MANY
HEIN-WERNER hydraulic JACKS

Increase Shipping Floor Capacity
Make Extra Trips With Trucks You Have Now
BY USING
"ROLOFF DEMOUNTABLE BODIES
ASK US HOW
ROLOFF, INC.
KENDALL SQUARE
CAMBRIDGE . MASS.

Can Coal Retailers Use Coal Truckers to Fight Railroads?

(CONTINUED FROM PAGE 36)

er's truck can be delivered direct to the consumer at a saving of the cost of unloading a freight car, reloading a local delivery truck (including probable rescreening), and many of the various other normal dealer expenses.

The writer's conclusions are that most truckers are not equipped to compete successfully with the railroads in the transportation of anthracite coal at present freight rates. It appears possible that there will be a more or less general reduction of coal freight rates, not so much by reason of the trucking of coal from mine to dealer as because of the trucking of coal from mine to consumer. Even a poorly equipped trucker can, at least, make a living (at the expense of the railroads and retail dealers) by trucking and selling direct to the customer, whereas a retail dealer, because his standards of living and business operations necessitate a much greater expenditure of money per ton, cannot look with any pleasure at the idea of cutting his own salary and otherwise trimming sails to meet trucker competition, hence a loss of tonnage to dealer and railroad is inevitable.

EVEN among coal dealers and retailers there is an element which see that trucks are an inevitable economic development. The reason for this is exemplified in the following statement which appeared in the 1934 issue of the *Black Diamond*, in which a coal dealer had this to say: ". . . I do not see that it enhances the heating value of anthracite to put it into a railroad car, put it through the retailer's handling facilities, then into a truck and finally into the consumer's bin. Wouldn't the coal burn just as well if transported direct from the mine to the consumer? . . . It seems logical that, in so far as the present-day trucker has demonstrated the soundness of the new highway approach, we as retailers can well afford to meet him on his own battlefield. . . . There is no Divine Right of Kings' rule applying to rail transportation or to the yesteryear function of storage in the retail yard."

WHETHER or not the trucker of today can meet or beat present coal freight rates; whether or not he can meet or beat lowered coal freight rates, coal trucking is here to stay. So long as dealers who maintain storage facilities make little or no attempt either to convince consumers that they are rendering a public service or to show consumers how to burn coal and what equipment to use; so long as dealers insist upon gross profit margins for services of which the public is ignorant, does not appreciate, or does not desire; just so long will mine-to-consumer trucking continue to grow.

The dealer-sponsored automotive transportation of coal from mine to retail yard with the threefold objective of lowered freight rates, lowered mine prices and elimination of mine-to-consumer trucking, will probably attain the first two objectives. But so long as mine-to-consumer trucking is so obviously more profitable to the trucker, it seems highly improbable that any great number of truckers will attempt or continue to compete exclusively and less profitably with the railroads until such time as the retail dealers render themselves less vulnerable by stripping their own businesses of non-essentials and offering to the consuming public a service of greater economic value than at present. By that time the long-distance automotive transportation of coal may have become so efficient that even the writer will have to admit that the railroads have met their match.

. . AND THAT'S WHY I'M CHANGING ALL FUEL LINES ON OUR EQUIPMENT!

To what?

WHY Weatherhead OF COURSE!

WEATHERHEAD FUEL LINE IS GAS AND OIL PROOF
YOU CAN RELY ON IT TO BRING YOUR TRUCKS IN

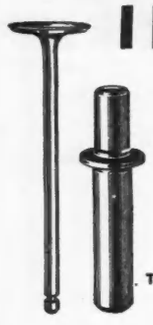
The Weatherhead Company, 624 Frankfort Avenue, Cleveland, Ohio.

We would like to see more of our trucks come in on time.

Name _____

Address _____

Jobber's Name _____ No. of trucks _____



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FLEET OPERATORS!
Investigate the new method of reducing cylinder wear and shortening time required for overhauls. These new piston rings of frictionless bearing-metal are saving truck owners big money everywhere. Write today for details.
The Simplex Piston Ring Sales Co. of America, Inc.
1956 East 66th Street Cleveland, O.
SIMPLEX
MOLIUM
PISTON RINGS

Let's Make Trucks Quit in the Shop

(CONTINUED FROM PAGE 13)

heavier loads, are one of the easiest units on which inspections can be made.

Making changes in the rear axle and transmission lubricants as advised by manufacturers and oil companies is a distinct aid in detecting possible sources of trouble. It takes very little longer, during the process of draining and refilling, to check the oil for chips and try the bearings for proper adjustment. These chips do not sink as some operators would like to believe. There is no greater thrill, to a man who lives on trouble, like being shown a rear axle carrier which has been correctly designed, properly lubricated and frequently inspected and which, because of this, has run 150,000 miles on a difficult operation.

Most fleet owners have some difficulty insuring their equipment and in some cases the insurance company maintains a road inspector to check on speeding or other law infractions. This inspection is remotely allied with preventive maintenance. It will cut down valve breakages due to high speed, reduce brake maintenance and keep propeller shaft speeds within the safe whipping limit intended for them by manufacturers. This whipping or balancing speed by the way has been raised nearly two and one-half times in the last several years by manufacturers to meet the demand for increased road speed.

INVALUABLE aids to maintenance men in preventing road breakdowns are reports of drivers, yet some of these reports are becoming too involved. We must not forget that most drivers are not equipped with the mechanical knowledge necessary to make an accurate diagnosis of a noise or other indication of trouble. Equipped with such ability they would most certainly be in the wrong job as drivers. All that vitally concerns a driver is whether he can go, stop and see at night. There his responsibility as regards the mechanical soundness of the truck ceases. This should not be construed as meaning that he should be deaf to all unfamiliar noises or apparent defects, yet the main idea of preventive maintenance is to give him as few of these unaccustomed sounds to listen to as possible.

It might not be amiss to point out that in some shops where a great deal of attention is given to inspection of the chassis, the cab comes in for very little consideration. Sticking doors and windows, cab and floorboards rattling, heat pouring through cutouts in the dash and toeboards while the driver is sitting on the ends of two or three coil springs which have broken through the cushions are not very good arguments as to why he should be careful to report any defects in the operation of the vehicle. Loose cabs and floor boards suggest the need for a regular general tightening up of those parts which the manufacturers, for various reasons, have attached to the main body of the vehicle with bolts and nuts. A long-distance hauler of the writer's acquaintance found out about how these bolts and nuts function after he had lost some of them and further found that, impossible as it seems, a headlight, a battery and a hood-sill had accompanied said bolts and nuts in their escape from various trucks in his fleet.

Operators seem particularly interested in preventing tire failures and most driver's reports include a tire inspection. The writer has observed the process of tire checking as practiced by a great many drivers, which amounts to going about the truck kicking each tire in turn, and after applying himself most assiduously toward becoming expert at this feat, has been able to judge pressures between 20 or 30 lbs. of the actual, which will certainly not jeopardize the future of the tire gauge business. This is not to be considered any general indictment of the drivers but rather of the system under which they are working.

The surprising feature of well-serviced fleets where costs are down and preventive maintenance schedules are in use, is the fact that the shops are invariably cleaner, less work is being done with less hurry and the maintenance force is smaller.

A company ready to contract its hauling is no longer influenced wholly by an operator's financial rating or the suitability of his equipment. His past record of loads in-on-time in good condition, with a minimum of road delays puts him a notch above an operator ready to cut prices.

Even the most reliable equipment, selected under the guidance of a reliable manufacturer, cannot be expected to perform its duty faithfully unless cared for as the manufacturer indicates. Truck manufacturers spend yearly a great deal of time and money to duplicate the operator's conditions, find the weak points, and by improvements, increase the life of the vehicle, yet it seems that a great many operators would rather pay for it than get it for nothing.

As to how often these pre-failure inspections should occur and how extensive they should be, the manufacturers' advice should be heeded. These inspections should occur more often than you think. No one ever wrecked a truck or a bank balance with a failure near the work bench.

To forget the details of a preventive maintenance program, and put it in words that we can sell to nearly any mechanic: "Let's make trucks quit in the shop."

Motor Tune-Up
is a real profit and business building service.
Send for free Tune-Up Charts
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Commercial Car Journal
Truck
Specifications
Are Corrected Monthly
You can depend on the information they contain as being accurate and up to the minute. Use them to sell and use them to service trucks brought into your shop.